

# Comment Summary Report grouped by Route

Monday, April 13, 2015

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1    | 6984    | undesigned | C     | C     | C     |
|       | 6985    | undesigned | C     | C     | C     |
|       | 7797    | undesigned | C     | C     | C     |
|       | 7824    | undesigned | C     | C     | C     |
|       | 33552   | undesigned | C     | C     | C     |

|                  |                        |                        |
|------------------|------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>    | <b>Submission Code</b> |
| Janice Shepherd  | The Quiet Trails Group | emc0835                |

## Comment Recommendation: N (Foot/Horse/Mechanized)

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

|                   |                     |                        |
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| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

## Comment Recommendation: O (Open (All modes of travel))

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

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| <b>Commenter</b> | <b>Organization</b>          | <b>Submission Code</b> |
| Juliann Adams    | Palisade Chamber of Commerce | emc0749                |

## Comment Recommendation: O (Open (All modes of travel))

Palisade Rims area

O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.

O14 is a potential future trail for mountain bike riding providing entrance from the lower Cottonwood Creek area

Accurate Pal Rim trail needs to be added to map

O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

|                  |  |                        |
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| <b>Commenter</b> | <b>Organization</b>                          | <b>Submission Code</b> |
| Jason Bertolacci | International Mountain Bicycling Association | emc0912                |

## Comment Recommendation: N (Foot/Horse/Mechanized)

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)

- O1219/O1131 - should remain accessible, form loop route.
  - O1029 - retain as open to mechanized travel for continued access off of the Mesa top
  - O141/O226/O239 form nice spur loop
  - O1213 should be continuous
  - O1108 provides nice high access for later connection
- O305 - serves as connector to trails in the flats
- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
  - Existing trail not on map to the West of O75, and South of E--W road across the hill
  - O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
  - Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
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  - Accurate Pal Rim trail needs to be added to map
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In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter  | Organization                          | Submission Code |
|--|---------------------------------------|-----------------|
| Kris Cox   | COPMOBA- Grand Valley Canyons Chapter | emc0788         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |                                       |                 |
| ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes                   |                                       |                 |
| ☐ O141/O226/O239 form nice spur loop   |                                       |                 |
| ☐ O1213 should be continuous   |                                       |                 |
| ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.                                    |                                       |                 |
| ☐ O305 - serves as connector to trails in the flats Horse Mtn area   |                                       |                 |
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| ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn                        |                                       |                 |
| ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.                    |                                       |                 |
| ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options. |                                       |                 |
| ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area                            |                                       |                 |
| ☐ Accurate Pal Rim trail needs to be added to map  |                                       |                 |
| ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.           |                                       |                 |

| Commenter   | Organization                      | Submission Code |
|---|-----------------------------------|-----------------|
| Jan Potterveld  | Back Country Horsemen of Colorado | emc0634         |
| <b>Comment Recommendation: H (Foot/Horse)</b>   |                                   |                 |
| Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and |                                   |                 |

deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

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| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Janice Shepherd  | N/A                 | rmc0089                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

The unnumbered route that connects O8, O1, and O1045 is listed as permitting motorcycles in Alt B. This is not consistent with the existing signs and what appears to be the established agreements between the BLM and various stakeholders. See images IMG\_8678 and IMG\_8689. I recently spoke with a representative of Palisade Water and he indicated that Palisade has opened their roads in this area to bicycles. He understood that that these roads are not what typical mountain bikers are looking for. O8 and O1045 are exactly the type of roads I'd be interested in riding my bicycle on. I'm looking for quiet, fairly well graded roads or two tracks without much in the way of rocks, twists and turns. I'm sure I'm not alone. I normally ride on pavement or paved tracks like the Riverfront trail. I'm looking to broaden my bicycling adventures but definitely can't handle anything with much in the way of rocks or sharp turns. I believe O8 and O1045 would be perfect. Now that I know they are open to bicycles I'm looking forward to exploring them. O1 and O1045 should be listed as bicycle, horse or foot. It would be great if the BLM could work with the private land owner of the land around Cabin Reservoir so that a complete loop could be open for this type of casual bicycling.

|                  |                     |                        |
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| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Scott Winans     | N/A                 | emc0868                |

**Comment Recommendation: O (Open (All modes of travel))**

O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options from Mesa elevations to valley floor. This needs to remain accessible.

O14 is an established route providing entrance from the lower Cottonwood Creek area, and the route is not fully shown on the map/inventory. This could be re-routed around private property and create a very nice additional access to the Palisade Rims trail area.

Accurate Palisade Rim trail needs to be added to the map & inventory.

Access from the current Palisade Rims trail and the historic social trail in that area to the 'point' overlooking the valley to the west is not shown on the map/inventory. This route should be added to the inventory and designated as accessible to the same traffic as currently has access to the Palisade Rims trail.

Access further southward from existing Palisade Rims trail network across the upper reaches of the Blowout would make a great connection through and to similar terrain and eventually down into the valley near Horse mtn.

O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1029</b> | 9734    | undesigned | R     | R     | C     |
|              | 10337   | undesigned | C     | C     | O     |
|              | 10338   | undesigned | C     | C     | O     |

|                  |                                       |                        |
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**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
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- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area

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| Scott Winans     | N/A                 | emc0868                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Upper Mesa
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top

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| <b>Commenter</b> | <b>Organization</b>                          | <b>Submission Code</b> |
| Jason Bertolacci | International Mountain Bicycling Association | emc0912                |

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The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

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| Landon Monholland | N/A                 | emc0922                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

**Route Comments:**

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

**Whitewater Basin area**

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

**Upper Mesa**

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

**Mesa Slopes**

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

**Flats; south of Horse Mtn**

O305 - serves as connector to trails in the flats

**Horse Mtn area**

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| William Edwards | USDA         | rmc0086         |

**Comment Recommendation: R (Closed)**

Route 01029 (administrative access) in Sections 32 and 33, T. 12 S., R. 97 W., 6th P.M., is also shown to continue to the forest boundary. We do not believe this is correct. We are aware that communication users on land owned by the City of Grand Junction, as well as that administered by the BLM, in that area use National Forest System Road (NFSR) 103, which crosses NFS lands to the boundary and then continues to the towers and other areas. But, we do not believe there is any existing authorized access onto NFS lands from where Route 01029 appears to leave private lands.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1045 | 7721    | undesigned | C     | C     | C     |
|       | 8281    | undesigned | C     | C     | C     |
|       | 33553   | undesigned | C     | C     | C     |

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| Brandon Siegfried | N/A          | cfc0080         |

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| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1046</b> | 7738    | undesigned | C     | C     | C     |

|                                     |   |                                   |
|-------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>The Quiet Trails Group | <b>Submission Code</b><br>emc0835 |
|-------------------------------------|---|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

|                                    |  |                                   |
|------------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Jan Potterveld | <b>Organization</b><br>Back Country Horsemen of Colorado | <b>Submission Code</b><br>emc0634 |
|------------------------------------|--|-----------------------------------|

**Comment Recommendation: H (Foot/Horse)**

Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

|                                     |                            |                                   |
|-------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0089 |
|-------------------------------------|----------------------------|-----------------------------------|



**Comment Recommendation: R (Closed)**

Route O1046 has not been used for a long time. It is hard to even tell it is a road at its intersection with O1045 - see image IMG\_8703. O1046 should be listed as closed.

**Commenter**

Lydia Herron

**Organization**

N/A

**Submission Code**

emc0806

**Comment Recommendation: O (Open (All modes of travel))**

Zone O = Whitewater Hill OHV open area

While a smaller area than the Grand Valley OHV area, it has many similar characteristics, and besides "open" riding, offers trail riding through the rocks and desert shrubbery. These are great trails! Not too technical, but enough to make it fun. We have started rides with friends and family off Hwy 50, just South/East of 32 Road intersection and then traveled on the rocky & diverse trails over to Kannah Creek Rd/Lands End Rd. There is one trail (# unknown) that is a technical, rocky, continuously inclining route, which climbs it's way upward above Palisade. It does dead end at an administrative use gate, but the view was spectacular and the ride exhilarating. We do not want to see any closures in this area. We would like to see Alternative A or Alternative D routes remain open for this area. Some trails in Alternative B, slated for administrative use that we'd like to have remain open for public use are O736, O937, O812, O434 & O440, O1046, O104, as these and others that have recreation value. This zone should also remain an intensive OHV use area.

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Route**

**O1092**

**Segment**

10901

**ALT A**

undesigned

**ALT B**

C

**ALT C**

C

**ALT D**

O1

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Route**

**O1108**

**Segment**

7686

**ALT A**

undesigned

**ALT B**

C

**ALT C**

R

**ALT D**

H

9067

undesigned

C

R

H

**Commenter**

Juliann Adams

**Organization**

Palisade Chamber of Commerce

**Submission Code**

emc0749

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous  
O1108 provides nice high access for later connection

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection

O305 - serves as connector to trails in the flats

- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- Existing trail not on map to the West of O75, and South of E--W road across the hill
- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes - this area of grade will be perfect terrain for several routes to link the higher bench area of the

shoulder of the Mesa to the valley floor. The grade and terrain offer exciting technical route options, with good grade for flow of the trails.

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1125</b> | 10618   | undesigned | C     | C     | C     |

|                                       |   |                                   |
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| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>Grand Mesa Jeep Club | <b>Submission Code</b><br>cfc0071 |
|---------------------------------------|---|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O113</b> | 8252    | undesigned | C     | C     | C     |
|             | 8253    | undesigned | C     | C     | C     |
|             | 8447    | undesigned | R     | R     | C     |

|                                   |   |                                   |
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| <b>Commenter</b><br>Juliann Adams | <b>Organization</b><br>Palisade Chamber of Commerce | <b>Submission Code</b><br>emc0749 |
|-----------------------------------|---|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mountain area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Commenter**

Landon Monholland

**Organization**

N/A

**Submission Code**

emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

**Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060

- O293/O292 should have complete connection to Whitewater basin (NFS boundary)

- O1219/O1131 - should remain accessible, form loop route.

- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
  - O141/O226/O239 form nice spur loop
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  - O1108 provides nice high access for later connection
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  - Existing trail not on map to the West of O75, and South of E--W road across the hill
  - O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
  - Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
  - O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
  - O14 is a nice established route providing entrance from the lower Cottonwood Creek area
  - Accurate Pal Rim trail needs to be added to map
  - O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
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- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mtn area - most important access locally to the town of Palisade - I love to be able to ride to Horse Mtn and access dirt quickly. Existing routes are not all catalogued here. Those on the mtn itself already offer nice loop options.

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail. This is a nice existing route that is well defined and usable in loop form now.



Existing trail is not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1131</b> | 10147   | undesigned | C     | R     | O1    |
|              | 10154   | undesigned | O1    | O1    | O1    |
|              | 10772   | undesigned | C     | R     | O1    |
|              | 11116   | undesigned | C     | N     | O1    |
|              | 11580   | undesigned | O1    | O1    | O1    |
|              | 11708   | undesigned | O1    | O1    | O1    |

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
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- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
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- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
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In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs.

The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- O293/O292 - should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area - connecting out of or into this basin will be important to making long range connections between the top of the Mesa and the valley floor. A Mesa top to valley floor trail system will be a spectacular way to combine high country temperatures and characteristics with access to towns by bike. This will be a huge economic impact, as well as accessing backcountry trails that are as close to town as possible with short drives up Lands End road. Ultimately, I'd like to see complete singletrack trail connections from Mesa Top trail to the town of Palisade. This would provide the elevation change (both climbing and descending options) and access to such a wide variety of terrain that is quite unique - not available anywhere else in the valley.

☐ O293/O292 should have complete connection to Whitewater basin (NFS boundary)

☐ O1219/O1131 - should remain accessible, form loop route.

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Commenter**

Juliann Adams

**Organization**

Palisade Chamber of Commerce

**Submission Code**

emc0749

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1133 | 10898   | undesigned | C     | R     | C     |
|       | 10932   | undesigned | C     | R     | C     |
|       | 10964   | open area  | C     | R     | C     |

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0071

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1152 | 8651    | undesigned | A     | C     | A     |

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305,

1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1156 | 11576   | undesigned | R     | R     | R     |
|       | 23421   | undesigned | R     | R     | R     |
|       | 23422   | undesigned | R     | R     | R     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O118  | 7648    | undesigned | C     | C     | C     |
|       | 7658    | undesigned | C     | C     | C     |
|       | 8436    | undesigned | C     | C     | C     |
|       | 8437    | undesigned | C     | C     | C     |
|       | 8455    | undesigned | C     | C     | C     |
|       | 8457    | undesigned | C     | C     | C     |
|       | 8461    | undesigned | C     | C     | C     |
|       | 8465    | undesigned | C     | C     | C     |
|       | 8481    | undesigned | C     | C     | C     |
|       | 8482    | undesigned | C     | C     | C     |
|       | 8483    | undesigned | C     | C     | C     |
|       | 8484    | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                                 |                            |                                   |
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| <b>Commenter</b><br>Daniel Nees | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0456 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

We live on 35 Road (East Orchard Mesa) and access the BLM land from Upland Drive with our ATV and 4-wheel

drive vehicles using primarily Roads 0118, 01594, 01779, 0153, 0147, 0132, and 018.

We use the BLM lands for recreation, to exercise our dog, and for our own exercise. We appreciate the beauty and seclusion of the country. We want this area to stay open to off highway vehicles. Closing these roads would decrease our property value and decrease our quality of life. Part of the reason we moved here was because of BLM access close to our house. We use this area on a daily basis, year around.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1210</b> | 7679    | undesigned | A     | R     | A     |
|              | 7949    | undesigned | A     | R     | A     |
|              | 8327    | undesigned | A     | R     | A     |
|              | 8748    | undesigned | A     | R     | A     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1213</b> | 8758    | undesigned | O     | O     | O     |
|              | 8927    | undesigned | C     | R     | O1    |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Landon Monholland | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0922 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes  
 O141/O226/O239 form nice spur loop  
 O1213 should be continuous  
 O1108 provides nice high access for later connection

Flats; south of Horse Mtn  
 O305 - serves as connector to trails in the flats  
 Horse Mtn area  
 O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it’s existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill  
 O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn  
 Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Scott Winans   | N/A          | emc0868         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |              |                 |
| Mesa Slopes - this area of grade will be perfect terrain for several routes to link the higher bench area of the shoulder of the Mesa to the valley floor. The grade and terrain offer exciting technical route options, with good grade for flow of the trails. |              |                 |
| O141/O226/O239 form nice spur loop   |              |                 |
| O1213 should be continuous   |              |                 |
| O1108 provides nice high access for later connection   |              |                 |

| Commenter  | Organization                                 | Submission Code |
|--|--|-----------------|
| Jason Bertolacci   | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles  |  |                 |
| <ul style="list-style-type: none"> <li>• O830/831/833 and O825/O2060</li> <li>• O293/0292 should have complete connection to Whitewater basin (NFS boundary)</li> <li>• O1219/O1131 - should remain accessible, form loop route.</li> <li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li> <li>• O141/O226/O239 form nice spur loop</li> <li>• O1213 should be continuous</li> <li>• O1108 provides nice high access for later connection</li> </ul>  |  |                 |
| O305 - serves as connector to trails in the flats  |  |                 |
| <ul style="list-style-type: none"> <li>• O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it’s existing trail.</li> <li>• Existing trail not on map to the West of O75, and South of E--W road across the hill</li> <li>• O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn</li> <li>• Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.</li> <li>• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.</li> <li>• O14 is a nice established route providing entrance from the lower Cottonwood Creek area</li> <li>• Accurate Pal Rim trail needs to be added to map</li> <li>• O1045 and O1 (Cottonwood &amp; Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.</li> </ul> |  |                 |

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area.



This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

|                  |                              |                        |
|------------------|------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>          | <b>Submission Code</b> |
| Juliann Adams    | Palisade Chamber of Commerce | emc0749                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes  
 O141/O226/O239 form nice spur loop  
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 O1108 provides nice high access for later connection

|                  |                                       |                        |
|------------------|---------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                   | <b>Submission Code</b> |
| Kris Cox         | COPMOBA- Grand Valley Canyons Chapter | emc0788                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1219</b> | 10715   | undesigned | C     | C     | O1    |
|              | 10724   | undesigned | C     | C     | O1    |

|                  |                              |                        |
|------------------|------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>          | <b>Submission Code</b> |
| Juliann Adams    | Palisade Chamber of Commerce | emc0749                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area  
 O293/O292 should have complete connection to Whitewater basin (NFS boundary)  
 O1219/O1131 - should remain accessible, form loop route.

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Landon Monholland | N/A                 | emc0922                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:  
 Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-andfrom the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

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Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

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**Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection
- O305 - serves as connector to trails in the flats
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- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

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|                              |  |                                   |
|------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Kris Cox | <b>Organization</b><br>COPMOBA- Grand Valley Canyons Chapter | <b>Submission Code</b><br>emc0788 |
|------------------------------|--|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O293/0292 - should have complete connection to Whitewater basin (NFS boundary)
- ☐ O1219/O1131 - should remain accessible, form loop route.

|                                  |                            |                                   |
|----------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Scott Winans | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0868 |
|----------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area - connecting out of or into this basin will be important to making long range connections between the top of the Mesa and the valley floor. A Mesa top to valley floor trail system will be a spectacular way to combine high country temperatures and characteristics with access to towns by bike. This will be a huge economic impact, as well as accessing backcountry trails that are as close to town as possible with short drives up Lands End road. Ultimately, I'd like to see complete singletrack trail connections from Mesa Top trail to the town of Palisade. This would provide the elevation change (both climbing and descending options) and access to such a wide variety of terrain that is quite unique - not available anywhere else in the valley.

- ☐ O293/0292 should have complete connection to Whitewater basin (NFS boundary)

- ☐ O1219/O1131 - should remain accessible, form loop route.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O126</b> | 8456    | undesigned | O     | R     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O127</b> | 8032    | undesigned | O     | O     | O     |
|             | 8050    | undesigned | O     | O     | O     |
|             | 8409    | undesigned | O     | O     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and

Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O132</b> | 7618    | undesigned | C     | C     | C     |
|             | 7619    | undesigned | C     | C     | C     |
|             | 7621    | undesigned | R     | R     | C     |
|             | 8010    | undesigned | O     | O     | O     |
|             | 8124    | undesigned | C     | C     | C     |
|             | 8157    | undesigned | C     | C     | C     |
|             | 8159    | undesigned | C     | C     | C     |
|             | 8194    | undesigned | R     | R     | C     |
|             | 8259    | undesigned | R     | R     | C     |
|             | 8543    | undesigned | O     | O     | O     |

|                  |                              |                        |
|------------------|------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>          | <b>Submission Code</b> |
| Juliann Adams    | Palisade Chamber of Commerce | emc0749                |

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mountain area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

|                  |                                       |                        |
|------------------|---------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                   | <b>Submission Code</b> |
| Kris Cox         | COPMOBA- Grand Valley Canyons Chapter | emc0788                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes

☐ O141/O226/O239 form nice spur loop

☐ O1213 should be continuous

☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.

☐ O305 - serves as connector to trails in the flats Horse Mtn area

☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

☐ Existing trail not on map to the West of O75, and South of E-W road across the hill

☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.

☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area

☐ Accurate Pal Rim trail needs to be added to map

☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Daniel Nees      | N/A                 | emc0456                |

**Comment Recommendation: O (Open (All modes of travel))**

We live on 35 Road (East Orchard Mesa) and access the BLM land from Upland Drive with our ATV and 4-wheel drive vehicles using primarily Roads 0118, 01594, 01779, 0153, 0147, 0132, and 018.

We use the BLM lands for recreation, to exercise our dog, and for our own exercise. We appreciate the beauty

and seclusion of the country. We want this area to stay open to off highway vehicles. Closing these roads would decrease our property value and decrease our quality of life. Part of the reason we moved here was because of BLM access close to our house. We use this area on a daily basis, year around.

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Scott Winans   | N/A          | emc0868         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| Horse Mtn area - most important access locally to the town of Palisade - I love to be able to ride to Horse Mtn and access dirt quickly. Existing routes are not all catalogued here. Those on the mtn itself already offer nice loop options. |              |                 |
| O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail. This is a nice existing route that is well defined and usable in loop form now.   |              |                 |
| Existing trail is not on map to the West of O75, and South of E-W road across the hill   |              |                 |
| O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn  |              |                 |
| Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.  |              |                 |

| Commenter  | Organization                                 | Submission Code |
|--|--|-----------------|
| Jason Bertolacci   | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles  |  |                 |
| <ul style="list-style-type: none"> <li>• O830/831/833 and O825/O2060</li> <li>• O293/O292 should have complete connection to Whitewater basin (NFS boundary)</li> <li>• O1219/O1131 - should remain accessible, form loop route.</li> <li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li> <li>• O141/O226/O239 form nice spur loop</li> <li>• O1213 should be continuous</li> <li>• O1108 provides nice high access for later connection</li> </ul>  |  |                 |
| O305 - serves as connector to trails in the flats  |  |                 |
| <ul style="list-style-type: none"> <li>• O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.</li> <li>• Existing trail not on map to the West of O75, and South of E--W road across the hill</li> <li>• O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn</li> <li>• Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.</li> <li>• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.</li> <li>• O14 is a nice established route providing entrance from the lower Cottonwood Creek area</li> <li>• Accurate Pal Rim trail needs to be added to map</li> <li>• O1045 and O1 (Cottonwood &amp; Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.</li> </ul> |  |                 |
| In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.  |  |                 |
| The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.  |  |                 |

**Commenter**  
Landon Monholland

**Organization**  
N/A

**Submission Code**  
emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O14   | 7200    | undesigned | R     | R     | C     |
|       | 7207    | undesigned | R     | R     | C     |
|       | 7588    | undesigned | R     | R     | C     |
|       | 7605    | undesigned | R     | R     | C     |

**Commenter**  
Scott Winans

**Organization**  
N/A

**Submission Code**  
emc0868

**Comment Recommendation: O (Open (All modes of travel))**

O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options from Mesa elevations to valley floor. This needs to remain accessible.

O14 is an established route providing entrance from the lower Cottonwood Creek area, and the route is not fully shown on the map/inventory. This could be re-routed around private property and create a very nice additional access to the Palisade Rims trail area.



Accurate Palisade Rim trail needs to be added to the map & inventory.

Access from the current Palisade Rims trail and the historic social trail in that area to the 'point' overlooking the valley to the west is not shown on the map/inventory. This route should be added to the inventory and designated as accessible to the same traffic as currently has access to the Palisade Rims trail.

Access further southward from existing Palisade Rims trail network across the upper reaches of the Blowout would make a great connection through and to similar terrain and eventually down into the valley near Horse mtn.

O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

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| Commenter  | Organization                 | Submission Code |
|--|------------------------------|-----------------|
| Juliann Adams  | Palisade Chamber of Commerce | emc0749         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                              |                 |
| Palisade Rims area   |                              |                 |
| O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options. |                              |                 |
| O14 is a potential future trail for mountain bike riding providing entrance from the lower Cottonwood Creek area   |                              |                 |
| Accurate Pal Rim trail needs to be added to map  |                              |                 |
| O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.           |                              |                 |

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| Commenter   | Organization                                 | Submission Code |
|---|--|-----------------|
| Jason Bertolacci  | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles   |  |                 |
| <ul style="list-style-type: none"><li>• O830/831/833 and O825/O2060</li><li>• O293/O292 should have complete connection to Whitewater basin (NFS boundary)</li><li>• O1219/O1131 - should remain accessible, form loop route.</li><li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li><li>• O141/O226/O239 form nice spur loop</li><li>• O1213 should be continuous</li><li>• O1108 provides nice high access for later connection</li></ul>   |  |                 |
| O305 - serves as connector to trails in the flats   |  |                 |
| <ul style="list-style-type: none"><li>• O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.</li><li>• Existing trail not on map to the West of O75, and South of E--W road across the hill</li><li>• O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn</li><li>• Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.</li><li>• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.</li><li>• O14 is a nice established route providing entrance from the lower Cottonwood Creek area</li><li>• Accurate Pal Rim trail needs to be added to map</li><li>• O1045 and O1 (Cottonwood &amp; Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.</li></ul> |  |                 |
| In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.   |  |                 |
| The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing  |  |                 |

work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

|                  |                                       |                        |
|------------------|---------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                   | <b>Submission Code</b> |
| Kris Cox         | COPMOBA- Grand Valley Canyons Chapter | emc0788                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
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- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Jennifer Sliney  | N/A                 | cfc0137                |

**Comment Recommendation: O (Open (All modes of travel))**

--Access to Route 014 should remain and further access alternatives sought that will provide an alternative climbing route to access the Palisade Rim trails. Comprehensive Travel and Transportation Management

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O141</b> | 7370    | undesigned | C     | R     | O     |
|             | 7940    | undesigned | C     | R     | O     |
|             | 7960    | undesigned | C     | R     | O     |
|             | 21956   | undesigned | C     | R     | O1    |

|                  |                                       |                        |
|------------------|---------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                   | <b>Submission Code</b> |
| Kris Cox         | COPMOBA- Grand Valley Canyons Chapter | emc0788                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
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- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
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- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Scott Winans   | N/A          | emc0868         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |              |                 |
| Mesa Slopes - this area of grade will be perfect terrain for several routes to link the higher bench area of the shoulder of the Mesa to the valley floor. The grade and terrain offer exciting technical route options, with good grade for flow of the trails. |              |                 |
| O141/O226/O239 form nice spur loop   |              |                 |
| O1213 should be continuous   |              |                 |
| O1108 provides nice high access for later connection   |              |                 |

| Commenter  | Organization                                 | Submission Code |
|--|--|-----------------|
| Jason Bertolacci   | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles  |  |                 |
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| O305 - serves as connector to trails in the flats  |  |                 |
| <ul style="list-style-type: none"> <li>• O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.</li> <li>• Existing trail not on map to the West of O75, and South of E--W road across the hill</li> <li>• O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn</li> <li>• Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.</li> <li>• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.</li> <li>• O14 is a nice established route providing entrance from the lower Cottonwood Creek area</li> <li>• Accurate Pal Rim trail needs to be added to map</li> <li>• O1045 and O1 (Cottonwood &amp; Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.</li> </ul> |  |                 |
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| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Landon Monholland   | N/A          | emc0922         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |              |                 |
| Zone O from a Bicycle perspective:  |              |                 |
| Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to |              |                 |

see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

---

**Commenter**

Juliann Adams

**Organization**

Palisade Chamber of Commerce

**Submission Code**

emc0749

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

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**Route**

**O146**

**Segment**

8402

**ALT A**

undesigned

**ALT B**

C

**ALT C**

R

**ALT D**

H

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**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O147  | 8326    | undesigned | O     | O     | O     |
|       | 8405    | undesigned | O     | O     | O     |
|       | 8606    | undesigned | O     | O     | O     |
|       | 8665    | undesigned | O     | O     | O     |
|       | 8667    | undesigned | O     | O     | O     |
|       | 8696    | undesigned | O     | O     | O     |
|       | 9281    | undesigned | O     | O     | O     |

**Commenter**  
Daniel Nees

**Organization**  
N/A

**Submission Code**  
emc0456

**Comment Recommendation: O (Open (All modes of travel))**

We live on 35 Road (East Orchard Mesa) and access the BLM land from Upland Drive with our ATV and 4-wheel drive vehicles using primarily Roads 0118, 01594, 01779, 0153, 0147, 0132, and 018.

We use the BLM lands for recreation, to exercise our dog, and for our own exercise. We appreciate the beauty and seclusion of the country. We want this area to stay open to off highway vehicles. Closing these roads would decrease our property value and decrease our quality of life. Part of the reason we moved here was because of BLM access close to our house. We use this area on a daily basis, year around.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O153  | 6073    | undesigned | R     | R     | A     |
|       | 8650    | undesigned | O     | O     | O     |
|       | 8660    | undesigned | R     | R     | A     |
|       | 8663    | undesigned | O     | O     | O     |
|       | 8675    | undesigned | O     | O     | O     |
|       | 8743    | undesigned | O     | O     | O     |
|       | 8756    | undesigned | O     | O     | O     |
|       | 8874    | undesigned | O     | O     | O     |
|       | 9335    | undesigned | O     | O     | O     |

**Commenter**  
Daniel Nees

**Organization**  
N/A

**Submission Code**  
emc0456

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| Route | Segment | ALT A      | ALT B     | ALT C | ALT D     |
|-------|---------|------------|-----------|-------|-----------|
| O1544 | 6115    | undesigned | C         | R     | O         |
|       | 9694    | undesigned | C         | R     | O         |
|       | 9738    | undesigned | open area | O     | open area |
|       | 9741    | undesigned | open area | O     | open area |
|       | 9742    | undesigned | open area | O     | open area |
|       | 9750    | undesigned | open area | O     | open area |
|       | 9754    | undesigned | open area | O     | open area |
|       | 9755    | undesigned | open area | O     | open area |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1594 | 8322    | undesigned | C     | R     | O     |
|       | 8325    | undesigned | C     | R     | O     |
|       | 8328    | undesigned | C     | R     | O     |
|       | 8742    | undesigned | C     | R     | O     |
|       | 8746    | undesigned | C     | R     | O     |
|       | 8754    | undesigned | C     | R     | O     |
|       | 8805    | undesigned | O     | C     | O     |

|                                 |                            |                                   |
|---------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Daniel Nees | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0456 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

We live on 35 Road (East Orchard Mesa) and access the BLM land from Upland Drive with our ATV and 4-wheel drive vehicles using primarily Roads 0118, 01594, 01779, 0153, 0147, 0132, and 018.

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1685 | 11295   | undesigned | R     | R     | C     |
|       | 11616   | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1711</b> | 9467    | undesigned | O     | O     | O     |
|              | 9469    | undesigned | O     | O     | O     |
|              | 9470    | undesigned | R     | R     | R     |
|              | 9701    | undesigned | O     | O     | O     |
|              | 9708    | undesigned | O     | O     | O     |
|              | 9746    | undesigned | O     | O     | O     |
|              | 9776    | undesigned | O     | O     | O     |
|              | 9792    | undesigned | O     | O     | O     |
|              | 9820    | undesigned | O     | O     | O     |
|              | 9843    | undesigned | O     | O     | O     |
|              | 10473   | undesigned | O     | O     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1750</b> | 10207   | undesigned | C     | C     | C     |
|              | 11299   | undesigned | C     | C     | C     |
|              | 11440   | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1752 | 11041   | undesigned | C     | C     | C     |
|       | 11092   | undesigned | C     | C     | C     |
|       | 11154   | undesigned | C     | C     | C     |
|       | 11204   | undesigned | C     | C     | C     |
|       | 11223   | undesigned | C     | C     | C     |
|       | 11234   | undesigned | C     | C     | C     |
|       | 11237   | undesigned | C     | C     | C     |
|       | 11268   | undesigned | C     | C     | C     |
|       | 11272   | undesigned | C     | C     | C     |
|       | 11423   | undesigned | C     | C     | C     |
|       | 11424   | undesigned | C     | C     | C     |
|       | 11441   | undesigned | C     | C     | C     |
|       | 11442   | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O1756 | 10692   | undesigned | O     | C     | O     |
|       | 10693   | undesigned | O     | C     | O     |
|       | 10765   | undesigned | O     | C     | O     |
|       | 10766   | undesigned | C     | C     | C     |
|       | 10812   | undesigned | O     | C     | O     |
|       | 10820   | undesigned | O     | C     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1779</b> | 7363    | undesigned | C     | R     | C     |
|              | 7366    | undesigned | C     | R     | C     |
|              | 8576    | undesigned | C     | R     | C     |
|              | 8584    | undesigned | O     | O     | O     |
|              | 8585    | undesigned | O     | O     | O     |
|              | 8611    | undesigned | O     | O     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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|                                 |                            |                                   |
|---------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Daniel Nees | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0456 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1794</b> | 7646    | undesigned | C     | C     | O     |
|              | 8250    | undesigned | C     | C     | O     |
|              | 8251    | undesigned | C     | C     | O     |

|                                   |   |                                   |
|-----------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Juliann Adams | <b>Organization</b><br>Palisade Chamber of Commerce | <b>Submission Code</b><br>emc0749 |
|-----------------------------------|---|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mountain area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop

- O1213 should be continuous
  - O1108 provides nice high access for later connection
- O305 - serves as connector to trails in the flats
- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
  - Existing trail not on map to the West of O75, and South of E--W road across the hill
  - O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
  - Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
  - O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
  - O14 is a nice established route providing entrance from the lower Cottonwood Creek area
  - Accurate Pal Rim trail needs to be added to map
  - O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
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- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mtn area - most important access locally to the town of Palisade - I love to be able to ride to Horse Mtn and access dirt quickly. Existing routes are not all catalogued here. Those on the mtn itself already offer nice loop options.

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail. This is a nice existing route that is well defined and usable in loop form now.

Existing trail is not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O18   | 6066    | undesigned | O     | O     | O     |
|       | 7660    | undesigned | O     | C     | O     |
|       | 7669    | undesigned | O     | C     | O     |
|       | 7936    | undesigned | O     | O     | O     |
|       | 8061    | undesigned | O     | C     | O     |
|       | 8095    | undesigned | O     | C     | O     |
|       | 8319    | undesigned | O     | O     | O     |
|       | 8448    | undesigned | O     | C     | O     |
|       | 8544    | undesigned | O     | O     | O     |
|       | 8612    | undesigned | O     | O     | O     |
|       | 8653    | undesigned | C     | R     | O     |
|       | 8671    | undesigned | O     | C     | O     |
|       | 8698    | undesigned | O     | C     | O     |
|       | 8699    | undesigned | O     | C     | O     |
|       | 8702    | undesigned | C     | R     | O     |
|       | 8704    | undesigned | O     | C     | O     |
|       | 8707    | undesigned | C     | R     | O     |
|       | 8725    | undesigned | C     | R     | O     |

#### Commenter

Kris Cox

#### Organization

COPMOBA- Grand Valley Canyons Chapter

#### Submission Code

emc0788

#### Comment Recommendation: N (Foot/Horse/Mechanized)

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

#### Commenter

Daniel Nees

#### Organization

N/A

#### Submission Code

emc0456

#### Comment Recommendation: O (Open (All modes of travel))

We live on 35 Road (East Orchard Mesa) and access the BLM land from Upland Drive with our ATV and 4-wheel drive vehicles using primarily Roads O118, O1594, O1779, O153, O147, O132, and O18.

We use the BLM lands for recreation, to exercise our dog, and for our own exercise. We appreciate the beauty and seclusion of the country. We want this area to stay open to off highway vehicles. Closing these roads



would decrease our property value and decrease our quality of life. Part of the reason we moved here was because of BLM access close to our house. We use this area on a daily basis, year around.

| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Landon Monholland   | N/A          | emc0922         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |              |                 |
| Zone O from a Bicycle perspective:<br>Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation. |              |                 |
| Route Comments:<br>Southern region - don't limit access off of Indian Point area.<br>O830/831/833 should be bike accessible<br>O825/O2060 should be bike accessible.  |              |                 |
| Whitewater Basin area<br>O293/O292 should have complete connection to Whitewater basin (NFS boundary)<br>O1219/O1131 - should remain accessible, form loop route.   |              |                 |
| Upper Mesa<br>O1029 - retain as open to mechanized travel for continued access off of the Mesa top  |              |                 |
| Mesa Slopes<br>O141/O226/O239 form nice spur loop<br>O1213 should be continuous<br>O1108 provides nice high access for later connection   |              |                 |
| Flats; south of Horse Mtn<br>O305 - serves as connector to trails in the flats<br>Horse Mtn area<br>O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.  |              |                 |
| Existing trail not on map to the West of O75, and South of E-W road across the hill<br>O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn<br>Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.   |              |                 |

| Commenter  | Organization                 | Submission Code |
|--|------------------------------|-----------------|
| Brandon Siegfried  | N/A                          | cfc0080         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                              |                 |
| I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |                              |                 |
| Commenter  | Organization                 | Submission Code |
| Juliann Adams  | Palisade Chamber of Commerce | emc0749         |

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mountain area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

**Commenter**

Scott Winans

**Organization**

N/A

**Submission Code**

emc0868

**Comment Recommendation: O (Open (All modes of travel))**

Horse Mtn area - most important access locally to the town of Palisade - I love to be able to ride to Horse Mtn and access dirt quickly. Existing routes are not all catalogued here. Those on the mtn itself already offer nice loop options.

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Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1812</b> | 10569   | undesigned | C     | C     | O     |
|              | 10694   | undesigned | C     | C     | O     |
|              | 10768   | undesigned | C     | C     | O     |
|              | 11131   | undesigned | C     | C     | O     |

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O1838</b> | 8241    | undesigned | C     | C     | O     |
|              | 8247    | undesigned | C     | C     | O     |

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305,

1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O193</b> | 7622    | undesigned | C     | C     | C     |
|             | 8160    | undesigned | C     | C     | C     |
|             | 8170    | undesigned | C     | C     | C     |

|                                     |   |                                   |
|-------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>The Quiet Trails Group | <b>Submission Code</b><br>emc0835 |
|-------------------------------------|---|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                                    |  |                                   |
|------------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Jan Potterveld | <b>Organization</b><br>Back Country Horsemen of Colorado | <b>Submission Code</b><br>emc0634 |
|------------------------------------|--|-----------------------------------|

**Comment Recommendation: H (Foot/Horse)**

Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O2003</b> | 13450   | undesigned | C     | C     | O     |

|                                 |                            |                                   |
|---------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Eric Rechel | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0049 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: R (Closed)**

Need to keep motorized travel limited to roads that are graded and maintained otherwise there will be an increase in dust, especially with the drought. I approve of closing roads O2022, and O2025. Close roads around

Chenny Reservoir e.g. 0840,0832, and 02003.

| Route  | Segment | ALT A                      | ALT B | ALT C                             | ALT D |
|--|---------|----------------------------|-------|-----------------------------------|-------|
| O2022  | 12838   | undesigned                 | C     | C                                 | O     |
| <b>Commenter</b><br>Eric Rechel  |         | <b>Organization</b><br>N/A |       | <b>Submission Code</b><br>rmc0049 |       |
| <b>Comment Recommendation: R (Closed)</b><br>Need to keep motorized travel limited to roads that are graded and maintained otherwise there will be an increase in dust, especially with the drought. I approve of closing roads 02022, and 02025. Close roads around Chenny Reservoir e.g. 0840,0832, and 02003. |         |                            |       |                                   |       |

| Route  | Segment | ALT A                      | ALT B | ALT C                             | ALT D |
|--|---------|----------------------------|-------|-----------------------------------|-------|
| O2025  | 13444   | undesigned                 | C     | C                                 | C     |
|  | 13575   | undesigned                 | O1    | C                                 | O     |
| <b>Commenter</b><br>Eric Rechel  |         | <b>Organization</b><br>N/A |       | <b>Submission Code</b><br>rmc0049 |       |
| <b>Comment Recommendation: R (Closed)</b><br>Need to keep motorized travel limited to roads that are graded and maintained otherwise there will be an increase in dust, especially with the drought. I approve of closing roads 02022, and 02025. Close roads around Chenny Reservoir e.g. 0840,0832, and 02003. |         |                            |       |                                   |       |

| Route  | Segment | ALT A  | ALT B | ALT C                             | ALT D |
|--|---------|--|-------|-----------------------------------|-------|
| O2033  | 13283   | undesigned   | C     | C                                 | C     |
| <b>Commenter</b><br>Bradley Barker   |         | <b>Organization</b><br>N/A                         |       | <b>Submission Code</b><br>cfc0050 |       |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes 0813, 0822, 0825, 0829, 0830, 0831, 0833, 0836, 02033, 02037, 02060, 02067 and 02089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area.  |         |  |       |                                   |       |
| <b>Commenter</b><br>Ron Velarde  |         | <b>Organization</b><br>Colorado Parks and Wildlife |       | <b>Submission Code</b><br>rmc0074 |       |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>Zone 0<br>Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.<br><br>Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).<br><br>Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open. |         |  |       |                                   |       |

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed. CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitevater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O2034</b> | 13177   | undesigned | C     | C     | C     |

**Commenter**  
Ron Velarde

**Organization**  
Colorado Parks and Wildlife

**Submission Code**  
rmc0074

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822, and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827, & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

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Road 0292 leads to the trailhead for the Whitewater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route       | Segment                     | ALT A      | ALT B           | ALT C | ALT D |
|-------------|-----------------------------|------------|-----------------|-------|-------|
| O2035       | 13170                       | undesigned | C               | C     | C     |
| Commenter   | Organization                |            | Submission Code |       |       |
| Ron Velarde | Colorado Parks and Wildlife |            | rmc0074         |       |       |

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822, and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLM's travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

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Roads 02033, 02036, 02035, 0833, 0827, & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.



Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

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Road 0659. Road 0659 leads to an imigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route   | Segment                     | ALT A        | ALT B           | ALT C | ALT D |
|---|-----------------------------|--------------|-----------------|-------|-------|
| O2036   | 13176                       | undesignated | C               | C     | C     |
| Commenter   | Organization                |              | Submission Code |       |       |
| Ron Velarde   | Colorado Parks and Wildlife |              | rmc0074         |       |       |
| Comment Recommendation: O (Open (All modes of travel))  |                             |              |                 |       |       |
| Zone 0  |                             |              |                 |       |       |
| Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.   |                             |              |                 |       |       |
| Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15). |                             |              |                 |       |       |
| Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.   |                             |              |                 |       |       |
| Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open   |                             |              |                 |       |       |
| Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.   |                             |              |                 |       |       |
| Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the  |                             |              |                 |       |       |

BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitewater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route  | Segment | ALT A               | ALT B | ALT C                      | ALT D |
|--|---------|---------------------|-------|----------------------------|-------|
| O2037  | 13232   | undesigned          | C     | C                          | O5    |
|  | 13365   | undesigned          | C     | C                          | O     |
| Commenter<br>Bradley Barker  |         | Organization<br>N/A |       | Submission Code<br>cfc0050 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |         |                     |       |                            |       |

| Route   | Segment | ALT A                                  | ALT B | ALT C                      | ALT D |
|---|---------|--|-------|----------------------------|-------|
| O205  | 7874    | undesigned                             | C     | C                          | C     |
| Commenter<br>Janice Shepherd  |         | Organization<br>The Quiet Trails Group |       | Submission Code<br>emc0835 |       |
| Comment Recommendation: N (Foot/Horse/Mechanized)<br>Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners’ permissions to allow for a nonmotorized loop that includes O1 and O1045. |         |  |       |                            |       |
| Commenter<br>Brandon Siegfried  |         | Organization<br>N/A                    |       | Submission Code<br>cfc0080 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440,   |         |  |       |                            |       |

731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                  |                                   |                        |
|------------------|-----------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>               | <b>Submission Code</b> |
| Jan Potterveld   | Back Country Horsemen of Colorado | emc0634                |

**Comment Recommendation: H (Foot/Horse)**

Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O206  | 7835    | undesigned | C     | C     | C     |
|       | 7852    | undesigned | C     | C     | C     |
|       | 7900    | undesigned | C     | C     | C     |

|                  |                        |                        |
|------------------|------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>    | <b>Submission Code</b> |
| Janice Shepherd  | The Quiet Trails Group | emc0835                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                  |                                   |                        |
|------------------|-----------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>               | <b>Submission Code</b> |
| Jan Potterveld   | Back Country Horsemen of Colorado | emc0634                |

**Comment Recommendation: H (Foot/Horse)**

Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk

Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O2060 | 12825   | undesigned | C     | C     | A1    |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off of Indian Point area. This area is great for getting down off of the Grand Mesa, and is remote and rugged, though easily accessible on top via roads and existing trails (Mesa Top, Flowing Park).

☐ O830/831/833 should be bike accessible

☐ O825/O2060 should be bike accessible.

| Commenter      | Organization         | Submission Code |
|----------------|----------------------|-----------------|
| Bradley Barker | Grand Mesa Jeep Club | rmc0025         |

**Comment Recommendation: O (Open (All modes of travel))**

Trail Description: These trails offer a varied riding experience and great views of the valley.

Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.

Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.

Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.

Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas.

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|                  |  |                        |
|------------------|--|------------------------|
| <b>Commenter</b> | <b>Organization</b>                          | <b>Submission Code</b> |
| Jason Bertolacci | International Mountain Bicycling Association | emc0912                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection
- O305 - serves as connector to trails in the flats
- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- Existing trail not on map to the West of O75, and South of E--W road across the hill
- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

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|                  |                              |                        |
|------------------|------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>          | <b>Submission Code</b> |
| Juliann Adams    | Palisade Chamber of Commerce | emc0749                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

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|   |  |                                   |
|---|--|-----------------------------------|
| <b>Commenter</b><br>Bradley Barker  | <b>Organization</b><br>N/A                                   | <b>Submission Code</b><br>cfc0050 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes 0813, 0822, 0825, 0829, 0830, 0831, 0833, 0836, 02033, 02037, 02060, 02067 and 02089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |  |                                   |
| <b>Commenter</b><br>Kris Cox  | <b>Organization</b><br>COPMOBA- Grand Valley Canyons Chapter | <b>Submission Code</b><br>emc0788 |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b><br>☐ 0830/831/833 should be bike accessible.<br>☐ 0825/02060 should be bike accessible.  |  |                                   |

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O2067</b> | 12842   | undesigned | R     | R     | R     |

|   |   |                                   |
|---|---|-----------------------------------|
| <b>Commenter</b><br>Bradley Barker  | <b>Organization</b><br>N/A                  | <b>Submission Code</b><br>cfc0050 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes 0813, 0822, 0825, 0829, 0830, 0831, 0833, 0836, 02033, 02037, 02060, 02067 and 02089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area.   |   |                                   |
| <b>Commenter</b><br>Bradley Barker  | <b>Organization</b><br>Grand Mesa Jeep Club | <b>Submission Code</b><br>rmc0025 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>Trail Description: These trails offer a varied riding experience and great views of the valley.<br><br>Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.<br><br>Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.<br><br>Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.<br><br>Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas. |   |                                   |

| Route        | Segment | ALT A      | ALT B | ALT C | ALT D |
|--------------|---------|------------|-------|-------|-------|
| <b>O2089</b> | 13242   | undesigned | C     | C     | C     |
|              | 13268   | undesigned | C     | C     | C     |

|   |                             |                                   |
|---|-----------------------------|-----------------------------------|
| <b>Commenter</b><br>Bradley Barker  | <b>Organization</b><br>N/A  | <b>Submission Code</b><br>cfc0050 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes 0813, 0822, 0825, 0829, 0830, 0831, 0833, 0836, 02033, 02037, 02060, 02067 and 02089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |                             |                                   |
| <b>Commenter</b><br>William Edwards   | <b>Organization</b><br>USDA | <b>Submission Code</b><br>rmc0086 |
| <b>Comment Recommendation: C (Admin/Permitted Use Only)</b><br>Route 0830: We are experiencing some incursions onto the forest by motorized vehicles in the Kannah Creek Colorado Roadless Area (CRA). If public access on Routes 0830, 02089 and 0833 can be controlled, we have no  |                             |                                   |



problem with those routes being identified as administrative access. We have been using gates for such closures/control.

| Route  | Segment | ALT A               | ALT B | ALT C                      | ALT D |
|--|---------|---------------------|-------|----------------------------|-------|
| O209   | 8701    | undesigned          | C     | C                          | C     |
| Commenter<br>Brandon Siegfried   |         | Organization<br>N/A |       | Submission Code<br>cfc0080 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |         |                     |       |                            |       |

| Route   | Segment | ALT A                       | ALT B | ALT C                             | ALT D |
|---|---------|-----------------------------|-------|-----------------------------------|-------|
| O222  | 8764    | undesigned                  | C     | C                                 | C     |
| <b>Commenter</b><br>William Edwards   |         | <b>Organization</b><br>USDA |       | <b>Submission Code</b><br>rmc0086 |       |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>Route 0813: In the 1950s, the Forest Service acquired a right-of-way across the private land in Section 6, T. 13 S., R. 97 W., 6th P.M., as well as a right-of-way reservation from BLM for a road crossing Sections 6, 7, 8, 8 and 16 to the forest boundary where there is a trailhead for the Indian Point Trail on NFS lands. Both rights-of-way (easements) were for a width of 60 feet, which is what we acquire for road purposes. Because it appears that the Forest Service has valid existing rights on that route, we do not believe that the route from the private land to the intersection with Route 0222 should be closed or decoMmissioned. Additionally, the remainder of the route (0222) to the forest boundary provides full-sized vehicle access to the Indian Point Trailhead. We believe the route is under the jurisdiction of the Forest Service and, therefore, should remain as full-sized motorized access to the forest boundary. We will gladly work with the BLM and the Colorado Division of Parks and Wildlife (CPW) on a winter closure for the area. |         |                             |       |                                   |       |

| Route                                 | Segment | ALT A                      | ALT B | ALT C                             | ALT D |
|---------------------------------------|---------|----------------------------|-------|-----------------------------------|-------|
| O225                                  | 6098    | undesigned                 | O     | R                                 | O     |
|                                       | 6102    | undesigned                 | R     | R                                 | O     |
|                                       | 8800    | undesigned                 | R     | R                                 | O     |
|                                       | 8820    | undesigned                 | R     | R                                 | O     |
|                                       | 8836    | undesigned                 | R     | R                                 | O     |
|                                       | 8842    | undesigned                 | R     | R                                 | O     |
|                                       | 8844    | undesigned                 | R     | R                                 | O     |
|                                       | 8846    | undesigned                 | O     | R                                 | O     |
|                                       | 8849    | undesigned                 | R     | R                                 | O     |
|                                       | 8850    | undesigned                 | R     | R                                 | O     |
| <b>Commenter</b><br>Brandon Siegfried |         | <b>Organization</b><br>N/A |       | <b>Submission Code</b><br>cfc0080 |       |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305,

1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O226</b> | 8336    | undesigned | C     | R     | O1    |
|             | 8889    | undesigned | C     | R     | O1    |
|             | 9122    | undesigned | R     | R     | O1    |
|             | 9123    | undesigned | C     | R     | O1    |

|                                  |                            |                                   |
|----------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Scott Winans | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0868 |
|----------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes - this area of grade will be perfect terrain for several routes to link the higher bench area of the shoulder of the Mesa to the valley floor. The grade and terrain offer exciting technical route options, with good grade for flow of the trails.

O141/O226/O239 form nice spur loop  
O1213 should be continuous  
O1108 provides nice high access for later connection

|                              |  |                                   |
|------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Kris Cox | <b>Organization</b><br>COPMOBA- Grand Valley Canyons Chapter | <b>Submission Code</b><br>emc0788 |
|------------------------------|--|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

|                                   |   |                                   |
|-----------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Juliann Adams | <b>Organization</b><br>Palisade Chamber of Commerce | <b>Submission Code</b><br>emc0749 |
|-----------------------------------|---|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes  
O141/O226/O239 form nice spur loop  
O1213 should be continuous  
O1108 provides nice high access for later connection

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Landon Monholland | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0922 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:  
Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes

the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

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Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

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| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
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• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.

• O14 is a nice established route providing entrance from the lower Cottonwood Creek area

• Accurate Pal Rim trail needs to be added to map

• O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Route  | Segment | ALT A        | ALT B     | ALT C           | ALT D     |
|--|---------|--------------|-----------|-----------------|-----------|
| O230   | 7966    | undesigned   | open area | O               | open area |
|  | 7971    | undesigned   | O         | R               | O         |
|  | 8828    | undesigned   | open area | O               | open area |
|  | 8870    | undesigned   | open area | O               | open area |
|  | 8881    | undesigned   | open area | O               | open area |
|  | 8884    | undesigned   | open area | O               | open area |
|  | 8896    | undesigned   | open area | O               | open area |
|  | 8901    | undesigned   | open area | R               | open area |
|  | 8915    | undesigned   | O         | R               | O         |
|  | 8946    | undesigned   | open area | O               | open area |
|  | 8990    | undesigned   | open area | O               | open area |
|  | 9098    | undesigned   | O         | R               | O         |
|  | 9102    | undesigned   | O         | R               | O         |
|  | 9124    | undesigned   | O         | R               | O         |
|  | 9165    | undesigned   | O         | R               | O         |
|  | 9204    | undesigned   | O         | R               | O         |
|  | 9445    | undesigned   | O         | R               | O         |
| Commenter  |         | Organization |           | Submission Code |           |
| Brandon Siegfried  |         | N/A          |           | cfc0080         |           |
| Comment Recommendation: O (Open (All modes of travel))   |         |              |           |                 |           |
| I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |         |              |           |                 |           |

| Route   | Segment | ALT A                        | ALT B | ALT C           | ALT D |
|---|---------|------------------------------|-------|-----------------|-------|
| O239  | 7994    | undesigned                   | C     | R               | O1    |
|   | 9578    | undesigned                   | R     | R               | O1    |
| Commenter   |         | Organization                 |       | Submission Code |       |
| Juliann Adams                                     |         | Palisade Chamber of Commerce |       | emc0749         |       |
| Comment Recommendation: N (Foot/Horse/Mechanized) |         |                              |       |                 |       |
| Mesa Slopes                                       |         |                              |       |                 |       |
| O141/O226/O239 form nice spur loop                |         |                              |       |                 |       |

O1213 should be continuous  
O1108 provides nice high access for later connection

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

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Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

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O305 - serves as connector to trails in the flats

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Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

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| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

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| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Mesa Slopes - this area of grade will be perfect terrain for several routes to link the higher bench area of the



shoulder of the Mesa to the valley floor. The grade and terrain offer exciting technical route options, with good grade for flow of the trails.

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O244  | 6114    | undesigned | A1    | C     | O1    |
|       | 7673    | undesigned | O     | O     | O     |
|       | 7945    | undesigned | O     | O     | O     |
|       | 8714    | undesigned | R     | R     | R     |
|       | 8794    | undesigned | A1    | C     | O1    |
|       | 9749    | undesigned | A1    | C     | O1    |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O250  | 6113    | undesigned | C     | C     | C     |
|       | 9811    | undesigned | C     | C     | C     |
|       | 9985    | undesigned | C     | C     | C     |
|       | 10072   | undesigned | C     | C     | C     |
|       | 10085   | undesigned | C     | C     | C     |
|       | 10093   | undesigned | C     | C     | C     |
|       | 10255   | undesigned | C     | C     | C     |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O263  | 9831    | undesigned | O     | C     | O     |
|       | 10016   | undesigned | O     | C     | O     |
|       | 10035   | undesigned | O     | C     | O     |
|       | 10107   | undesigned | O     | C     | O     |
|       | 10268   | undesigned | O     | C     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O266  | 10322   | undesigned | O     | C     | O     |
|       | 10349   | undesigned | O     | C     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O292  | 10814   | undesigned | C     | C     | C     |
|       | 10815   | undesigned | C     | C     | C     |
|       | 10972   | undesigned | C     | C     | C     |
|       | 11120   | undesigned | O1    | C     | O1    |
|       | 11127   | undesigned | O1    | C     | O1    |

|                                   |   |                                   |
|-----------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Juliann Adams | <b>Organization</b><br>Palisade Chamber of Commerce | <b>Submission Code</b><br>emc0749 |
|-----------------------------------|---|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area  
O293/O292 should have complete connection to Whitewater basin (NFS boundary)  
O1219/O1131 - should remain accessible, form loop route.

|                                     |                             |                                   |
|-------------------------------------|-----------------------------|-----------------------------------|
| <b>Commenter</b><br>William Edwards | <b>Organization</b><br>USDA | <b>Submission Code</b><br>rmc0086 |
|-------------------------------------|-----------------------------|-----------------------------------|

**Comment Recommendation: H (Foot/Horse)**

The Forest Service has identified a need for public trail access across public lands in the Whitewater Basin area

to connect to the Whitewater Basin Trail - National Forest System Trail (NFST) 700 for foot and horse traffic. The City of Grand Junction does have authorized administrative access from the Forest Service on a portion of the Whitewater Trail for operation and maintenance of the Brandon Ditch, and we assume that the administrative access on the Routes 0292 and 0293 crossing public lands might be for that same purpose. If the administrative access designation also allows for foot and horse traffic, those routes would help provide the trail access we would like to see in that area.

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

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Route Comments:

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O293/0292 should have complete connection to Whitewater basin (NFS boundary)

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Upper Mesa

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Mesa Slopes

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O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter   | Organization                                 | Submission Code |
|---|--|-----------------|
| Jason Bertolacci  | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles   |  |                 |
| <ul style="list-style-type: none"><li>• O830/831/833 and O825/O2060</li><li>• O293/0292 should have complete connection to Whitewater basin (NFS boundary)</li><li>• O1219/O1131 - should remain accessible, form loop route.</li><li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li><li>• O141/O226/O239 form nice spur loop</li><li>• O1213 should be continuous</li><li>• O1108 provides nice high access for later connection</li></ul>   |  |                 |
| O305 - serves as connector to trails in the flats   |  |                 |
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| <p>In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.</p> <p>The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.</p> |  |                 |
| Commenter   | Organization                                 | Submission Code |
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter        | emc0788         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |  |                 |
| <ul style="list-style-type: none"><li>☐ O293/0292 - should have complete connection to Whitewater basin (NFS boundary)</li><li>☐ O1219/O1131 - should remain accessible, form loop route.</li></ul>   |  |                 |
| Commenter   | Organization                                 | Submission Code |
| Scott Winans  | N/A  | emc0868         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |  |                 |
| Whitewater Basin area - connecting out of or into this basin will be important to making long range connections between the top of the Mesa and the valley floor. A Mesa top to valley floor trail system will be a spectacular way to combine high country temperatures and characteristics with access to towns by bike. This will be a huge economic impact, as well as accessing backcountry trails that are as close to town as possible with short drives up Lands End road. Ultimately, I'd like to see complete singletrack trail connections from Mesa Top trail to the town of Palisade. This would provide the elevation change (both climbing and descending options) and access to such a wide variety of terrain that is quite unique - not available anywhere else in the valley.  |  |                 |
| <ul style="list-style-type: none"><li>☐ O293/0292 should have complete connection to Whitewater basin (NFS boundary)</li></ul>  |  |                 |

01219/O1131 - should remain accessible, form loop route.

| Commenter   | Organization                | Submission Code |
|---|-----------------------------|-----------------|
| Ron Velarde   | Colorado Parks and Wildlife | rmc0074         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                             |                 |
| Zone 0  |                             |                 |
| Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.   |                             |                 |
| Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15). |                             |                 |
| Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.   |                             |                 |
| Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.  |                             |                 |
| Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.   |                             |                 |
| Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.   |                             |                 |
| Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.   |                             |                 |
| Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.  |                             |                 |
| Road 0659. Road 0659 leads to an imgation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.  |                             |                 |
| Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.   |                             |                 |
| Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.   |                             |                 |

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O293  | 10150   | undesigned | N     | N     | N     |
|       | 10993   | undesigned | N     | N     | N     |

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection

O305 - serves as connector to trails in the flats

- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
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- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
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- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Whitewater Basin area - connecting out of or into this basin will be important to making long range connections between the top of the Mesa and the valley floor. A Mesa top to valley floor trail system will be a spectacular way to combine high country temperatures and characteristics with access to towns by bike. This will be a huge economic impact, as well as accessing backcountry trails that are as close to town as possible with short drives up Lands End road. Ultimately, I'd like to see complete singletrack trail connections from Mesa Top trail to the town of Palisade. This would provide the elevation change (both climbing and descending options) and access to such a wide variety of terrain that is quite unique - not available anywhere else in the valley.

☐ O293/O292 should have complete connection to Whitewater basin (NFS boundary)

☐ O1219/O1131 - should remain accessible, form loop route.



|   |  |                                   |
|---|--|-----------------------------------|
| <b>Commenter</b><br>Jennifer Sliney   | <b>Organization</b><br>N/A                                   | <b>Submission Code</b><br>cfc0137 |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b><br>--Bicycle access to Route 0293 should be maintained to provide contiguity with the routes of the NS and, of course, Land's End Rd   |  |                                   |
| <b>Commenter</b><br>Kris Cox  | <b>Organization</b><br>COPMOBA- Grand Valley Canyons Chapter | <b>Submission Code</b><br>emc0788 |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b><br>☐ O293/0292 - should have complete connection to Whitewater basin (NFS boundary)<br>☐ O1219/O1131 - should remain accessible, form loop route.  |  |                                   |
| <b>Commenter</b><br>Brandon Siegfried   | <b>Organization</b><br>N/A                                   | <b>Submission Code</b><br>cfc0080 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |  |                                   |
| <b>Commenter</b><br>William Edwards   | <b>Organization</b><br>USDA                                  | <b>Submission Code</b><br>rmc0086 |
| <b>Comment Recommendation: H (Foot/Horse)</b><br>The Forest Service has identified a need for public trail access across public lands in the Whitewater Basin area to connect to the Whitewater Basin Trail - National Forest System Trail (NFST) 700 for foot and horse traffic. The City of Grand Junction does have authorized administrative access from the Forest Service on a portion of the Whitewater Trail for operation and maintenance of the Brandon Ditch, and we assume that the administrative access on the Routes 0292 and 0293 crossing public lands might be for that same purpose. If the administrative access designation also allows for foot and horse traffic, those routes would help provide the trail access we would like to see in that area.  |  |                                   |
| <b>Commenter</b><br>Janice Shepherd   | <b>Organization</b><br>The Quiet Trails Group                | <b>Submission Code</b><br>emc0835 |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b><br>Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.                              |  |                                   |
| <b>Commenter</b><br>Juliann Adams   | <b>Organization</b><br>Palisade Chamber of Commerce          | <b>Submission Code</b><br>emc0749 |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b><br>Whitewater Basin area<br>O293/0292 should have complete connection to Whitewater basin (NFS boundary)<br>O1219/O1131 - should remain accessible, form loop route.   |  |                                   |
| <b>Commenter</b><br>Landon Monholland   | <b>Organization</b><br>N/A                                   | <b>Submission Code</b><br>emc0922 |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

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O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route             | Segment | ALT A        | ALT B | ALT C           | ALT D |
|-------------------|---------|--------------|-------|-----------------|-------|
| O296              | 10457   | undesigned   | O     | O               | O     |
| Commenter         |         | Organization |       | Submission Code |       |
| Brandon Siegfried |         | N/A          |       | cfc0080         |       |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O305  | 10060   | undesigned | C     | C     | C     |

| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Landon Monholland   | N/A          | emc0922         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |              |                 |
| Zone O from a Bicycle perspective:  |              |                 |
| Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation. |              |                 |
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| Upper Mesa  |              |                 |
| O1029 - retain as open to mechanized travel for continued access off of the Mesa top  |              |                 |
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| O1213 should be continuous  |              |                 |
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| Flats; south of Horse Mtn   |              |                 |
| O305 - serves as connector to trails in the flats   |              |                 |
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| Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.   |              |                 |

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: O (Open (All modes of travel))**

Flats; south of Horse Mtn. - this area is great for flatter routes and already includes a number of single and double track options.

O305 - serves as connector to trails in the flats

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Commenter     | Organization                 | Submission Code |
|---------------|------------------------------|-----------------|
| Juliann Adams | Palisade Chamber of Commerce | emc0749         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Flats; south of Horse Mtn.  
O305 - serves as connector to trails in the flats

| Commenter | Organization                          | Submission Code |
|-----------|---------------------------------------|-----------------|
| Kris Cox  | COPMOBA- Grand Valley Canyons Chapter | emc0788         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
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| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O308</b> | 9545    | undesigned | A1    | R     | O1    |
|             | 10706   | undesigned | O     | O     | O     |
|             | 21942   | undesigned | O1    | O1    | O1    |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O310</b> | 10448   | undesigned | O     | C     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route      | Segment | ALT A      | ALT B | ALT C | ALT D |
|------------|---------|------------|-------|-------|-------|
| <b>O32</b> | 8113    | undesigned | C     | C     | C     |
|            | 8141    | undesigned | C     | C     | C     |
|            | 8185    | undesigned | C     | C     | C     |
|            | 8230    | undesigned | C     | C     | C     |
|            | 8265    | undesigned | C     | C     | C     |
|            | 8288    | undesigned | C     | C     | C     |

|                                     |   |                                   |
|-------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>The Quiet Trails Group | <b>Submission Code</b><br>emc0835 |
|-------------------------------------|---|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is

needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Brandon Siegfried  | N/A          | cfc0080         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |              |                 |

| Commenter   | Organization                      | Submission Code |
|---|-----------------------------------|-----------------|
| Jan Potterveld  | Back Country Horsemen of Colorado | emc0634         |
| <b>Comment Recommendation: H (Foot/Horse)</b>   |                                   |                 |
| Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal. |                                   |                 |

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O322</b> | 10525   | undesigned | R     | R     | R     |

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Brandon Siegfried  | N/A          | cfc0080         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |              |                 |

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O330</b> | 9858    | undesigned | O     | R     | O     |
|             | 10134   | undesigned | C     | R     | C     |
|             | 10211   | undesigned | C     | R     | C     |
|             | 10984   | undesigned | C     | R     | C     |
|             | 11007   | undesigned | C     | R     | C     |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |



**Comment Recommendation: O (Open (All modes of travel))**

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**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0071

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

**Route****O358****Segment**

10817

**ALT A**

undesigned

**ALT B**

C

**ALT C**

R

**ALT D**

C

**Commenter**

Brandon Siegfried

**Organization**

Grand Mesa Jeep Club

**Submission Code**

cfc0071

**Comment Recommendation: O (Open (All modes of travel))**

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**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

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**Route****O367****Segment**

10365

**ALT A**

undesigned

**ALT B**

C

**ALT C**

C

**ALT D**

C

10500

undesigned

C

C

C

10577

undesigned

C

C

C

10683

undesigned

O

C

O

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O388  | 10112   | undesigned | O     | C     | O     |
|       | 10658   | undesigned | O     | C     | O     |
|       | 10670   | undesigned | O     | C     | O     |
|       | 10673   | undesigned | O     | C     | O     |
|       | 10674   | undesigned | C     | C     | C     |
|       | 10684   | undesigned | O     | C     | O     |
|       | 10685   | undesigned | O     | C     | O     |

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O4    | 7574    | undesigned | O3    | A3    | O3    |

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O405  | 10839   | undesigned | O     | R     | O     |
|       | 10877   | undesigned | O     | R     | O     |
|       | 10986   | open area  | O     | R     | O     |
|       | 11078   | open area  | O     | R     | O     |
|       | 11089   | open area  | O     | R     | O     |
|       | 11134   | open area  | O     | R     | O     |
|       | 11141   | open area  | O     | R     | O     |

|                                       |   |                                   |
|---------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>Grand Mesa Jeep Club | <b>Submission Code</b><br>cfc0071 |
|---------------------------------------|---|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

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|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O424  | 10459   | undesigned | O1    | O1    | O1    |
|       | 10520   | undesigned | O1    | O1    | O1    |
|       | 10659   | undesigned | O1    | O1    | O1    |
|       | 10675   | undesigned | O1    | O1    | O1    |
|       | 10719   | undesigned | O1    | O1    | O1    |
|       | 10730   | undesigned | O1    | O1    | O1    |
|       | 10733   | undesigned | O1    | O1    | O1    |
|       | 10928   | undesigned | C     | C     | C     |
|       | 10980   | undesigned | O     | O     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O432  | 10584   | undesigned | C     | R     | C     |
|       | 10679   | undesigned | C     | R     | C     |

| Commenter         | Organization         | Submission Code |
|-------------------|----------------------|-----------------|
| Brandon Siegfried | Grand Mesa Jeep Club | cfc0071         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O434  | 11025   | undesigned | C     | C     | O     |

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Lydia Herron | N/A          | emc0806         |

**Comment Recommendation: O (Open (All modes of travel))**

Zone O = Whitewater Hill OHV open area

While a smaller area than the Grand Valley OHV area, it has many similar characteristics, and besides "open" riding, offers trail riding through the rocks and desert shrubbery. These are great trails! Not too technical, but enough to make it fun. We have started rides with friends and family off Hwy 50, just South/East of 32 Road intersection and then traveled on the rocky & diverse trails over to Kannah Creek Rd/Lands End Rd. There is one trail (# unknown) that is a technical, rocky, continuously inclining route, which climbs it's way upward above Palisade. It does dead end at an administrative use gate, but the view was spectacular and the ride exhilarating. We do not want to see any closures in this area. We would like to see Alternative A or Alternative D routes remain open for this area. Some trails in Alternative B, slated for administrative use that we'd like to have remain open for public use are O736, O937, O812, O434 & O440, O1046, O104, as these and others that have recreation value. This zone should also remain an intensive OHV use area.

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O440</b> | 10131   | undesigned | C     | C     | O     |
|             | 10142   | undesigned | C     | C     | O     |
|             | 10925   | undesigned | O     | O     | O     |
|             | 10930   | undesigned | O     | O     | O     |
|             | 10934   | undesigned | O     | O     | O     |
|             | 11023   | undesigned | C     | C     | O     |
|             | 11026   | undesigned | C     | C     | O     |

|                                  |                            |                                   |
|----------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Lydia Herron | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0806 |
|----------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

Zone O = Whitewater Hill OHV open area

While a smaller area than the Grand Valley OHV area, it has many similar characteristics, and besides "open" riding, offers trail riding through the rocks and desert shrubbery. These are great trails! Not too technical, but enough to make it fun. We have started rides with friends and family off Hwy 50, just South/East of 32 Road intersection and then traveled on the rocky & diverse trails over to Kannah Creek Rd/Lands End Rd. There is one trail (# unknown) that is a technical, rocky, continuously inclining route, which climbs it's way upward above Palisade. It does dead end at an administrative use gate, but the view was spectacular and the ride exhilarating. We do not want to see any closures in this area. We would like to see Alternative A or Alternative D routes remain open for this area. Some trails in Alternative B, slated for administrative use that we'd like to have remain open for public use are O736, O937, O812, O434 & O440, O1046, O104, as these and others that have recreation value. This zone should also remain an intensive OHV use area.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O457  | 9496    | undesigned | O     | R     | O     |
|       | 9501    | open       | C     | R     | C     |
|       | 10987   | open area  | C     | R     | C     |
|       | 11045   | open area  | C     | R     | C     |
|       | 11065   | undesigned | O     | R     | O     |
|       | 11102   | undesigned | O     | R     | O     |
|       | 11159   | undesigned | C     | R     | C     |
|       | 11163   | undesigned | O     | R     | O     |
|       | 11166   | undesigned | C     | R     | C     |
|       | 11171   | undesigned | C     | R     | C     |
|       | 11176   | undesigned | C     | R     | C     |

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                   |                      |                        |
|-------------------|----------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b>  | <b>Submission Code</b> |
| Brandon Siegfried | Grand Mesa Jeep Club | cfc0071                |

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

| Route | Segment | ALT A | ALT B | ALT C | ALT D |
|-------|---------|-------|-------|-------|-------|
| O468  | 11108   | open  | O     | R     | O     |

|                   |                      |                        |
|-------------------|----------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b>  | <b>Submission Code</b> |
| Brandon Siegfried | Grand Mesa Jeep Club | cfc0071                |

**Comment Recommendation: O (Open (All modes of travel))**

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**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O486  | 10208   | undesigned | A1    | R     | O1    |
|       | 11064   | undesigned | A1    | R     | O1    |
|       | 11112   | undesigned | A1    | R     | O1    |
|       | 11119   | undesigned | A1    | R     | O1    |
|       | 11132   | undesigned | R     | R     | R     |

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A     | ALT B | ALT C | ALT D |
|-------|---------|-----------|-------|-------|-------|
| O490  | 11039   | open area | C     | R     | C     |

**Commenter**  
Brandon Siegfried

**Organization**  
Grand Mesa Jeep Club

**Submission Code**  
cfc0071

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310,

263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O5    | 6414    | undesigned | O3    | A3    | O3    |
|       | 6696    | undesigned | O3    | A3    | O3    |
|       | 6938    | undesigned | O3    | A3    | O3    |
|       | 6983    | undesigned | O3    | A3    | O3    |
|       | 7214    | undesigned | O3    | A3    | O3    |
|       | 7543    | undesigned | O3    | A3    | O3    |
|       | 7575    | undesigned | O3    | A3    | O3    |
|       | 7590    | undesigned | O3    | A3    | O3    |
|       | 7591    | undesigned | O3    | A3    | O3    |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O525  | 11222   | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O527  | 11037   | undesigned | O     | C     | O     |
|       | 11081   | undesigned | O     | C     | O     |
|       | 11082   | undesigned | O     | C     | O     |
|       | 11169   | undesigned | O     | C     | O     |
|       | 11201   | undesigned | C     | C     | C     |
|       | 11219   | undesigned | C     | C     | C     |
|       | 11229   | undesigned | C     | C     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

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| Route      | Segment | ALT A      | ALT B | ALT C | ALT D |
|------------|---------|------------|-------|-------|-------|
| <b>O57</b> | 7637    | undesigned | C     | C     | C     |
|            | 7654    | undesigned | C     | C     | C     |
|            | 8022    | undesigned | C     | C     | C     |
|            | 8129    | undesigned | C     | C     | C     |
|            | 8152    | undesigned | C     | C     | C     |

**Commenter**

Kris Cox

**Organization**

COPMOBA- Grand Valley Canyons Chapter

**Submission Code**

emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- ☐ Accurate Pal Rim trail needs to be added to map
- ☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Commenter**

Jennifer Sliney

**Organization**

N/A

**Submission Code**

cfc0137

**Comment Recommendation: N (Foot/Horse/Mechanized)**

--Route 057 off of the Mesa Slopes would make an ideal connector for a loop BACK to the Cottonwood Creek Drainage, however, any attempts to connect this (or any) trail from the Grand Mesa to the Palisade Rim trail from above MUST be opposed due to the fragile nature (cultural sites, endangered plant species, etc) and heavy use this trail receives from multiple user groups

| Commenter  | Organization                 | Submission Code |
|--|------------------------------|-----------------|
| Juliann Adams  | Palisade Chamber of Commerce | emc0749         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                              |                 |
| Palisade Rims area   |                              |                 |
| O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options. |                              |                 |
| O14 is a potential future trail for mountain bike riding providing entrance from the lower Cottonwood Creek area   |                              |                 |
| Accurate Pal Rim trail needs to be added to map  |                              |                 |
| O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.           |                              |                 |

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Scott Winans   | N/A          | emc0868         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options from Mesa elevations to valley floor. This needs to remain accessible.   |              |                 |
| O14 is an established route providing entrance from the lower Cottonwood Creek area, and the route is not fully shown on the map/inventory. This could be re-routed around private property and create a very nice additional access to the Palisade Rims trail area.  |              |                 |
| Accurate Palisade Rim trail needs to be added to the map & inventory.  |              |                 |
| Access from the current Palisade Rims trail and the historic social trail in that area to the 'point' overlooking the valley to the west is not shown on the map/inventory. This route should be added to the inventory and designated as accessible to the same traffic as currently has access to the Palisade Rims trail. |              |                 |
| Access further southward from existing Palisade Rims trail network across the upper reaches of the Blowout would make a great connection through and to similar terrain and eventually down into the valley near Horse mtn.  |              |                 |
| O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.   |              |                 |

| Commenter   | Organization                                 | Submission Code |
|---|--|-----------------|
| Jason Bertolacci  | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles   |  |                 |
| <ul style="list-style-type: none"> <li>• O830/831/833 and O825/O2060</li> <li>• O293/O292 should have complete connection to Whitewater basin (NFS boundary)</li> <li>• O1219/O1131 - should remain accessible, form loop route.</li> <li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li> <li>• O141/O226/O239 form nice spur loop</li> <li>• O1213 should be continuous</li> <li>• O1108 provides nice high access for later connection</li> </ul>   |  |                 |
| O305 - serves as connector to trails in the flats   |  |                 |
| <ul style="list-style-type: none"> <li>• O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.</li> <li>• Existing trail not on map to the West of O75, and South of E--W road across the hill</li> <li>• O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn</li> <li>• Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.</li> <li>• O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route</li> </ul> |  |                 |

options.

- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O595  | 11572   | undesigned | A1    | R     | O1    |
|       | 11573   | undesigned | O1    | R     | O1    |
|       | 11712   | undesigned | O1    | R     | O1    |
|       | 11733   | undesigned | O1    | R     | O1    |
|       | 11735   | undesigned | O1    | R     | O1    |
|       | 11760   | undesigned | O1    | R     | O1    |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O636  | 11689   | undesigned | C     | C     | C     |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Brandon Siegfried | N/A          | cfc0080         |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A        | ALT B | ALT C | ALT D |
|-------------|---------|--------------|-------|-------|-------|
| <b>O659</b> | 11724   | undesignated | R     | R     | O1    |
|             | 11732   | undesignated | O1    | R     | O1    |
|             | 11736   | undesignated | O1    | R     | O1    |

| Commenter   | Organization                | Submission Code |
|-------------|-----------------------------|-----------------|
| Ron Velarde | Colorado Parks and Wildlife | rmc0074         |

**Comment Recommendation: C (Admin/Permitted Use Only)**

**Zone 0**

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed. CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitewater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.



|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O69   | 9870    | undesigned | C     | R     | C     |

|                   |                      |                        |
|-------------------|----------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b>  | <b>Submission Code</b> |
| Brandon Siegfried | Grand Mesa Jeep Club | cfc0071                |

**Comment Recommendation: O (Open (All modes of travel))**

There are many established routes in the Whitewater Hill OHV area that fall under RS 2477 as they were constructed prior to 1976 and the BLM has no legal authority to close these legal ROW's under RS 2477. The routes identified as 069, 0457, 0468, 0405, 0490, 0432, 01125, 01133, 0358, 0330 should remain open to motorized use as they are a legal ROW. I claim RS 2477 on these routes.

Having a variety of areas to ride OHV's in the Grand Valley will offer safer and more enjoyable riding conditions for our youth, visitors and residents. High Density riding situations could prove hazardous and result in injury or death and alter the enjoyment of the experience. Finding peace and solitude is often desired.

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O713  | 10241   | undesigned | C     | C     | O     |
|       | 11713   | undesigned | C     | C     | O     |

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 073   | 9877    | undesigned | C     | C     | C     |
|       | 10864   | undesigned | C     | C     | C     |

**Commenter**  
Andrew BE

**Organization**  
N/A

**Submission Code**  
emc0358

**Comment Recommendation: O (Open (All modes of travel))**

We have 3 launch sites within the RMP zone which have been actively used for decades by free-flight pilots from around the western United States. Two of these sites (Reeder Mesa, roads 073, J0737/0738, and Otto's Ridge, road K64 and access) are flown year-round and are known for their steady conditions, safe learning environment for newer pilots and progressive conditions for intermediate pilots. They're known for smooth, multiple-hour flights.

The third site (Peanut Point, road E27 and access) is known as one of the best cross-country flying sites in Colorado, with many flights exceeding 100 miles. All three of these sites are established and insured through a national governing organization, the US Hang Gliding and Paragliding Association (USHPA).

Personally, I fly Otto's Ridge and Reeder Mesa sometimes 3-4 times per week. I have worked with the private property owners at Reeder Mesa (who grant access to the BLM land across their private property) for 7 years to ensure good relationships are maintained. I have worked with pilots, instructors and USHPA to promote good land-use practices to ensure minimal impact and long-term accessibility.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0730  | 12017   | undesigned | R     | R     | R     |
|       | 12019   | undesigned | R     | R     | R     |

**Commenter**  
Brandon Siegfried

**Organization**  
N/A

**Submission Code**  
cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0731  | 11967   | undesigned | C     | C     | O     |
|       | 12028   | undesigned | R     | R     | R     |
|       | 12035   | undesigned | R     | R     | R     |
|       | 12038   | undesigned | R     | R     | R     |
|       | 12039   | undesigned | R     | R     | R     |
|       | 12209   | undesigned | R     | R     | R     |
|       | 12218   | undesigned | R     | R     | R     |
|       | 12219   | undesigned | R     | R     | R     |
|       | 12220   | undesigned | R     | R     | R     |
|       | 12223   | undesigned | R     | R     | R     |
|       | 12244   | undesigned | R     | R     | R     |

**Commenter**  
Eric Rechel

**Organization**  
N/A

**Submission Code**  
rmc0049

**Comment Recommendation: R (Closed)**

Zone 0: Roads 0887,0885,0882,0731, should be closed. The entire area where these roads are located should be off limits to motorized travel because of presence of Colorado Hookless cactus.

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWS) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

**Commenter**

Ron Velarde

**Organization**

Colorado Parks and Wildlife

**Submission Code**

rmc0074

**Comment Recommendation: C (Admin/Permitted Use Only)**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

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Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

|                  |                        |                        |
|------------------|------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>    | <b>Submission Code</b> |
| Janice Shepherd  | The Quiet Trails Group | emc0835                |

**Comment Recommendation: R (Closed)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0736  | 11133   | undesigned | R     | R     | R     |
|       | 11707   | undesigned | C     | R     | O1    |
|       | 11749   | undesigned | C     | C     | O1    |
|       | 12132   | undesigned | C     | C     | O     |
|       | 12133   | undesigned | C     | C     | O     |

|                  |                                      |                        |
|------------------|--------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                  | <b>Submission Code</b> |
| Jack Rossman     | US Hangliding and Paragliding Assoc. | cfc0198                |

**Comment Recommendation: O (Open (All modes of travel))**

These comments peratin to the area's around Roads K64, O736, O737, O738, and E27 and maintaining full access to paragliders. The sport of Paragliding requires a very small amount of access with limited to low impact on the land. We want to use existing roads to these areas known as Otto's Ridge, Reeder's Mesa and Peanut Point, which are established insured flying signts with US Hang Gliding and Paragliding Association.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Loren Dumont     | N/A                 | emc0512                |

**Comment Recommendation: O (Open (All modes of travel))**

Readers Mesa

Paraglider pilots need O736 and (O936 where it connects to O736 to the southwest) to remain open because this is the only road we have to access the Reader Mesa launch site. O737 is a side road that does not affect us. We currently have permission from the land owners to drive down there driveway to access the southern end of O936, as long as we drive slowly down there driveway. Readers Mesa launch site is an intermediate paragliding area that has a ridge about 1 mile long. Readers Mesa launch is located at 38 58'44.01"N 108 19'36.21"W. I got these coordinates from Google Earth.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Paul Christian   | N/A                 | emc0441                |

**Comment Recommendation: O (Open (All modes of travel))**

I am a paraglider and I am requesting tha, Road K64 and access (Otto's Ridge fly-site), Roads O736, O737, O738 (Reeder Mesa fly-site), and Road E27 and access (Peanut Point)remain open.

|   |                            |                                   |
|---|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Steve Su  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0428 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>Im writing to keep road access to Road K64 and access (Otto's Ridge fly-site), Roads O736, O737, O738 (Reeder Mesa fly-site), Road E27 and access (Peanut Point). These roads are essential for paraglider pilots to have safe access to these unique spots. As a beginner pilot these are some of the only areas with consistent smooth winds which novices can learn safely. In addition these sites allow year round flying. Many pilots from all over the country visit these sites as it is so unique and scenic. These sites already have been established for many years and are insured with the US Hang Gliding and Paragliding association. Please maintain access to the roads stated above.</p>  |                            |                                   |
| <b>Commenter</b><br>Richard Kocurek   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0400 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>Maintain full access to:</p> <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads O736, O737, O738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul> <p>Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land. These flying sites are flown year-round by pilots from across the western United States. Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado. These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills. These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</p> |                            |                                   |
| <b>Commenter</b><br>Douglas Kurtz   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0380 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>I'm a Colorado paraglider pilot witing in response to proposed closures to Road K64, Roads 0736, 0737, 0738, and Road E27. All of these roads access flying sites that are central to our sport in the Grand Junction area.</p>  |                            |                                   |
| <b>Commenter</b><br>David Hach  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0367 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>I write today to express that full access be maintained to Otto's Ridge, Reeder Mesa, and Peanut Point. Specifically, roads K64 and access to Otto's Ridge, roads O736, 0737, and 0738 to the Reeder Mesa fly site, and road E27 to Peanut Point.</p> <p>I support Alternatiw A, no change to currant access so that we may continue to enjoy using these special sites. I personally use the Otto's Ridge site several times per year.</p>  |                            |                                   |
| <b>Commenter</b><br>Matthew McGlammery  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0365 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>As a paraglider pilot I have a keen interest in keeping the following sites available for access to both drive up to launch and to participate in paragliding activities.</p> <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul> <p>All the sites are important as free flying sites, I am particularly fond of Otto's Ridge, Road K64 and would very much like to keep it available for drive up transportation, camping and foot traffic. Since all the</p>  |                            |                                   |

options except Option A would close road K64 my only choice for an Alternative is Alternative A: No changes to current access.

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| Commenter       | Organization | Submission Code |
|-----------------|--------------|-----------------|
| Jonathan Harris | N/A          | emc0334         |

**Comment Recommendation: O (Open (All modes of travel))**

\*Aside from my personal interest in maintaining these sites, they are a draw for some pilots from across the country, potentially providing tourist dollars for the local economy.

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| Commenter        | Organization             | Submission Code |
|------------------|--------------------------|-----------------|
| Jacob Hildebrand | ALTUS Environmental, LLC | emc0357         |

**Comment Recommendation: O (Open (All modes of travel))**

Further, these sites, especially Reeder Mesa and Otto's Ridge offer safe environments for newer pilots to hone their skills. From what I know, all three sites are established and insured flying sites by our governing body, USHPA. We often use Road K64 and access for Otto's Ridge and roads 0736, 0737, and 0738 for the Reeder Mesa site.

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| Commenter     | Organization | Submission Code |
|---------------|--------------|-----------------|
| David Hanning | N/A          | emc0328         |

**Comment Recommendation: O (Open (All modes of travel))**

As a user of public lands for multiple sports I am requesting that the HIM maintain or improve current access and support of Paragliding and Hang gliding.

1. request to maintain full access to:

- Road K.64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder M.s. fly-site)
- Road E27 and access (peanut Point)

2. our sport and land-use needs:

- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.
- Our sport has extremely low impact on public land.
- These flying sites are flown year-round by pilots from across the western United States.
- Reeder Mesa and Otto's Ridge sites are known to be some of the safest and consistently used in Colorado.
- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.
- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

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| Commenter      | Organization | Submission Code |
|----------------|--------------|-----------------|
| William Stites | N/A          | emc0341         |

**Comment Recommendation: O (Open (All modes of travel))**

This is a request to keep access to the following roads open:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

Sat, Feb 23, 2013 at 11:00 AM

This is for the benefit of free flying sports like paragliding and hang gliding wherein:

- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.
- Our sport has extremely low impact on public land.
- These flying sites are flown year-round by pilots from across the western United States.
- Reeder Mesa and Otto's Ridge sites are known to be some of the safest and most consistently used in Colorado.
- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.
- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

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| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Lydia Herron | N/A          | emc0806         |



**Comment Recommendation: O (Open (All modes of travel))**

Zone O = Whitewater Hill OHV open area

While a smaller area than the Grand Valley OHV area, it has many similar characteristics, and besides "open" riding, offers trail riding through the rocks and desert shrubbery. These are great trails! Not too technical, but enough to make it fun. We have started rides with friends and family off Hwy 50, just South/East of 32 Road intersection and then traveled on the rocky & diverse trails over to Kannah Creek Rd/Lands End Rd. There is one trail (# unknown) that is a technical, rocky, continuously inclining route, which climbs it's way upward above Palisade. It does dead end at an administrative use gate, but the view was spectacular and the ride exhilarating. We do not want to see any closures in this area. We would like to see Alternative A or Alternative D routes remain open for this area. Some trails in Alternative B, slated for administrative use that we'd like to have remain open for public use are O736, O937, O812, O434 & O440, O1046, O104, as these and others that have recreation value. This zone should also remain an intensive OHV use area.

**Commenter**

Jerry Lawrence

**Organization**

N/A

**Submission Code**

emc0333

**Comment Recommendation: O (Open (All modes of travel))**

I am a paragliding pilot from Westcliffe, CO. I am writing to ask that you not restrict access to some of the best lying sites in Colorado.

Specifically:

- Road K64 and access (Olto's Ridge fly-site)
- Roads 0736, 0737, 0736 (Reeder Mesa fly site)
- Road E27 and access (Peanut Point)

Sat, Feb 23, 2013 at 9:01 AM

These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

Our sport has extremely low impact on public land.

These lying sites are flown year-round by pilots tom across the western United States.

Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.

**Commenter**

Chris Ratay

**Organization**

N/A

**Submission Code**

emc0332

**Comment Recommendation: O (Open (All modes of travel))**

I was recently informed that the BLM is considering closing access for paragliding pilots to otto's Ridge, Reeder Mesa, and Peanut Point. (Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access to fying site). I am a Colorado resident and although there is plenty of BLM land here in Boulder, I don' get to utilize most of it. I utilize the roads listed above to access safe paragliding sites.

I am a beginner/intennediate paraglider, and there are limited places in Colorado that I can safely fly to improve my skills. Paragliding is low-impact on public land and the environment, far less then many mountain and dirt bike trails I've used in the past. I didn' like the impact the dirt-bike caused, and haw since gotten rid ofthem. The sites at Otto's Ridge and Reeder Mesa are safe and with consistent conditions make it worth traveling over from the Front Range. They are established and insured flying sites with the US Hang Gliding and Paragliding Association.

**Commenter**

John Wirt

**Organization**

N/A

**Submission Code**

emc0543

**Comment Recommendation: O (Open (All modes of travel))**

[Refers to Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access]

Paragliding is a sport that has very little impact on the environment but does have very modest land use needs:

Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land.

These flying sites are flown year-round by pilots from across the western United States.

Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.

These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their

skills.

These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

|                                   |                              |                                   |
|-----------------------------------|------------------------------|-----------------------------------|
| <b>Commenter</b><br>Granger Banks | <b>Organization</b><br>USHPA | <b>Submission Code</b><br>emc0331 |
|-----------------------------------|------------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I have been alerted to proposed closing of access to these roads:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

Sat, Feb 23, 2013 at 8:05 AM

As paragliding instructor that regularly visits these areas and brings pilots there that spend money in the local businesses, I encourage you to keep these road open.

|                                |                            |                                   |
|--------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Matt Brown | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0059 |
|--------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

These are the only access roads to these locations which have been used by hang gliders and Para gliders for almost 40 years. Foot launch aviation sites are few and far between and we cannot afford to loose access to these sites. As a hang glider pilot, I can tell you these are the only flyable sites in the area and losing them would be devastating to the flying community.

|                                    |                            |                                   |
|------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Thomas McNealy | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0351 |
|------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

Please allow full access to the following:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

Paragliding is a non pollution easy on the environment sport.

- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.

- Our sport has extremely low impact on public land.

These flying sites are flom year-round by pilots from across the western United States.

Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most conSistently used in Colorado.

- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.

- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

|                               |                            |                                   |
|-------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>John Wirt | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0543 |
|-------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I would very much like to maintain full access to:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0737  | 12134   | undesigned | C     | C     | O     |
|       | 12161   | undesigned | C     | C     | O     |
|       | 12184   | undesigned | C     | C     | O     |

|                                      |   |                                   |
|--------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Jacob Hildebrand | <b>Organization</b><br>ALTUS Environmental, LLC | <b>Submission Code</b><br>emc0357 |
|--------------------------------------|---|-----------------------------------|

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**Comment Recommendation: O (Open (All modes of travel))**

Further, these sites, especially Reeder Mesa and Otto's Ridge offer safe environments for newer pilots to hone their skills. From what I know, all three sites are established and insured flying sites by our governing body, USHPA. We often use Road K64 and access for Otto's Ridge and roads O736, O737, and O738 for the Reeder Mesa site.

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**Commenter**

Andrew BE

**Organization**

N/A

**Submission Code**

emc0358

**Comment Recommendation: O (Open (All modes of travel))**

We have 3 launch sites within the RMP zone which have been actively used for decades by free-flight pilots from around the western United States. Two of these sites (Reeder Mesa, roads O73, J0737/O738, and Otto's Ridge, road K64 and access) are flown year-round and are known for their steady conditions, safe learning environment for newer pilots and progressive conditions for intermediate pilots. They're known for smooth, multiple-hour flights.

The third site (Peanut Point, road E27 and access) is known as one of the best cross-country flying sites in Colorado, with many flights exceeding 100 miles. All three of these sites are established and insured through a national governing organization, the US Hang Gliding and Paragliding Association (USHPA).

Personally, I fly Otto's Ridge and Reeder Mesa sometimes 3-4 times per week. I have worked with the private property owners at Reeder Mesa (who grant access to the BLM land across their private property) for 7 years to ensure good relationships are maintained. I have worked with pilots, instructors and USHPA to promote good land-use practices to ensure minimal impact and long-term accessibility.

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**Commenter**

Jonathan Harris

**Organization**

N/A

**Submission Code**

emc0334

**Comment Recommendation: O (Open (All modes of travel))**

\*Aside from my personal interest in maintaining these sites, they are a draw for some pilots from across the country, potentially providing tourist dollars for the local economy.

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**Commenter**

Matthew McGlammery

**Organization**

N/A

**Submission Code**

emc0365

**Comment Recommendation: O (Open (All modes of travel))**

As a paraglider pilot I have a keen interest in keeping the following sites available for access to both drive up to launch and to participate in paragliding activities.

- Road K64 and access (Otto's Ridge fly-site)
- Roads O736, O737, O738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

All the sites are important as free flying sites, I am particularly fond of Otto's Ridge, Road K64 and would very much like to keep it available for drive up transportation, camping and foot traffic. Since all the options except Option A would close road K64 my only choice for an Alternative is Alternative A: No changes to current access.

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**Commenter**

David Hach

**Organization**

N/A

**Submission Code**

emc0367

**Comment Recommendation: O (Open (All modes of travel))**

I write today to express that full access be maintained to Otto's Ridge, Reeder Mesa, and Peanut Point. Specifically, roads K64 and access to Otto's Ridge, roads O736, O737, and O738 to the Reeder Mesa fly site, and road E27 to Peanut Point.

I support Alternative A, no change to current access so that we may continue to enjoy using these special sites. I personally use the Otto's Ridge site several times per year.

---

**Commenter**

Douglas Kurtz

**Organization**

N/A

**Submission Code**

emc0380

**Comment Recommendation: O (Open (All modes of travel))**

I'm a Colorado paraglider pilot writing in response to proposed closures to Road K64, Roads 0736, 0737, 0738, and Road E27. All of these roads access flying sites that are central to our sport in the Grand Junction area.

**Commenter**

Steve Su

**Organization**

N/A

**Submission Code**

emc0428

**Comment Recommendation: O (Open (All modes of travel))**

Im writing to keep road access to  
Road K64 and access (Otto's Ridge fly-site),  
Roads 0736, 0737, 0738 (Reeder Mesa fly-site),  
Road E27 and access (Peanut Point).

These roads are essential for paraglider pilots to have safe access to these unique spots. As a beginner pilot these are some of the only areas with consistent smooth winds which novices can learn safely. In addition these sites allow year round flying. Many pilots from all over the country visit these sites as it is so unique and scenic. These sites already have been established for many years and are insured with the US Hang Gliding and Paragliding association. Please maintain access to the roads stated above.

**Commenter**

William Stites

**Organization**

N/A

**Submission Code**

emc0341

**Comment Recommendation: O (Open (All modes of travel))**

This is a request to keep access to the following roads open:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

Sat, Feb 23, 2013 at 11:00 AM

This is for the benefit of free flying sports like paragliding and hang gliding wherein:

- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.
- Our sport has extremely low impact on public land.
- These flying sites are flown year-round by pilots from across the western United States.
- Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.
- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.
- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

**Commenter**

Paul Christian

**Organization**

N/A

**Submission Code**

emc0441

**Comment Recommendation: O (Open (All modes of travel))**

I am a paraglider and I am requesting tha, Road K64 and access (Otto's Ridge fly-site), Roads 0736, 0737, 0738 (Reeder Mesa fly-site), and Road E27 and access (Peanut Point)remain open.

**Commenter**

Richard Kocurek

**Organization**

N/A

**Submission Code**

emc0400

**Comment Recommendation: O (Open (All modes of travel))**

Maintain full access to:

- Road K64 and access (Otto's Ridge fly-site)
- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)
- Road E27 and access (Peanut Point)

Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land. These flying sites are flown year-round by pilots from across the western United States. Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado. These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills. These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

|   |                            |                                   |
|---|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Loren Dumont  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0512 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>Readers Mesa   |                            |                                   |
| <p>Paraglider pilots need O736 and (O936 where it connects to O736 to the southwest) to remain open because this is the only road we have to access the Reader Mesa launch site. O737 is a side road that does not affect us. We currently have permission from the land owners to drive down there driveway to access the southern end of O936, as long as we drive slowly down there driveway. Readers Mesa launch site is an intermediate paragliding area that has a ridge about 1 mile long. Readers Mesa launch is located at 38 58'44.01"N 108 19'36.21"W. I got these coordinates from Google Earth.</p>  |                            |                                   |
| <b>Commenter</b><br>Jerry Lawrence  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0333 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>I am a paragliding pilot from Westcliffe, CO. I am writing to ask that you not restrict access to some of the best lying sites in Colorado.</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>- Road K64 and access (Olto's Ridge fly-site)</li> <li>- Roads 0736, 0737, 0736 (Reeder Mesa fly site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul> <p>Sat, Feb 23, 2013 at 9:01 AM</p> <p>These are established and insured flying sites with the US Hang Gliding and Paragliding Association. Our sport has extremely low impact on public land.</p> <p>These lying sites are flown year-round by pilots tom across the western United States.</p> <p>Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.</p>   |                            |                                   |
| <b>Commenter</b><br>Chris Ratay   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0332 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| <p>I was recently informed that the BLM is considering closing access for paragliding pilots to otto's Ridge, Reeder Mesa, and Peanut Point. (Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access to fying site). I am a Colorado resident and although there is plenty of BLM land here in Boulder, I don' get to utilize most of it. I utilize the roads listed above to access safe paragliding sites.</p> <p>I am a beginner/intennediate paraglider, and there are limited places in Colorado that I can safely fly to improve my skills. Paragliding is low-impact on public land and the environment, far less then many mountain and dirt bike trails I've used in the past. I didn' like the impact the dirt-bike caused, and haw since gotten rid ofthem. The sites at Otto's Ridge and Reeder Mesa are safe and with consistent conditions make it worth traveling over from the Front Range. They are established and insured flying sites with the US Hang Gliding and Paragliding Association.</p> |                            |                                   |
| <b>Commenter</b><br>John Wirt   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0543 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                            |                                   |
| [Refers to Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access]  |                            |                                   |
| <p>Paragliding is a sport that has very little impact on the environment but does have very modest land use needs:</p> <p>Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land.</p> <p>These flying sites are flown year-round by pilots from across the western United States.</p> <p>Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.</p> <p>These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their</p>   |                            |                                   |

skills.

These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Granger Banks   | USHPA        | emc0331         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |              |                 |
| I have been alerted to proposed closing of access to these roads:   |              |                 |
| <ul style="list-style-type: none"><li>- Road K64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li><li>- Road E27 and access (Peanut Point)</li></ul>  |              |                 |
| Sat, Feb 23, 2013 at 8:05 AM  |              |                 |
| As paragliding instructor that regularly visits these areas and brings pilots there that spend money in the local businesses, I encourage you to keep these road open.  |              |                 |
| Commenter   | Organization | Submission Code |
| John Wirt   | N/A          | emc0543         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |              |                 |
| I would very much like to maintain full access to:  |              |                 |
| <ul style="list-style-type: none"><li>- Road K64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li><li>- Road E27 and access (Peanut Point)</li></ul>  |              |                 |
| Commenter   | Organization | Submission Code |
| David Hanning   | N/A          | emc0328         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |              |                 |
| As a user of public lands for multiple sports I am requesting that the HIM maintain or improve current access and support of Paragliding and Hang gliding.  |              |                 |
| 1. request to maintain full access to:  |              |                 |
| <ul style="list-style-type: none"><li>- Road K.64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder M.s. fly-site)</li><li>- Road E27 and access (peanut Point)</li></ul>   |              |                 |
| 2. our sport and land-use needs:  |              |                 |
| <ul style="list-style-type: none"><li>- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.</li><li>- Our sport has extremely low impact on public land.</li><li>- These flying sites are flown year-round by pilots from across the western United States.</li><li>- Reeder Mesa and Otto's Ridge sites are known to be some of the safest and consistently used in Colorado.</li><li>- These sites fulfill an essential role of helping beginning and intermediate pilots safely develop and hone their skills.</li><li>- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</li></ul> |              |                 |
| Commenter   | Organization | Submission Code |
| Thomas McNealy  | N/A          | emc0351         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |              |                 |
| Please allow full access to the following:  |              |                 |
| <ul style="list-style-type: none"><li>- Road K64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li><li>- Road E27 and access (Peanut Point)</li></ul>  |              |                 |
| Paragliding is a non pollution easy on the environment sport.   |              |                 |
| <ul style="list-style-type: none"><li>- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.</li><li>- Our sport has extremely low impact on public land.</li></ul>   |              |                 |
| These flying sites are flown year-round by pilots from across the western United States.  |              |                 |
| Reeder Mesa and Otto's Ridge sites are known to be some of the safest and most consistently used in Colorado.   |              |                 |
| <ul style="list-style-type: none"><li>- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and</li></ul>   |              |                 |



hone their skills.

- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

|                  |                                      |                        |
|------------------|--------------------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>                  | <b>Submission Code</b> |
| Jack Rossman     | US Hangliding and Paragliding Assoc. | cfc0198                |

**Comment Recommendation: O (Open (All modes of travel))**

These comments peratin to the area's around Roads K64, O736, O737, O738, and E27 and maintaining full access to paragliders. The sport of Paragliding requires a very small amount of access with limited to low impact on the land. We want to use existing roads to these areas known as Otto's Ridge, Reeder's Mesa and Peanut Point, which are established insured flying signts with US Hang Gliding and Paragliding Association.

|              |                |                   |              |              |              |
|--------------|----------------|-------------------|--------------|--------------|--------------|
| <b>Route</b> | <b>Segment</b> | <b>ALT A</b>      | <b>ALT B</b> | <b>ALT C</b> | <b>ALT D</b> |
| <b>O738</b>  | 12127          | <b>undesigned</b> | <b>C</b>     | <b>C</b>     | <b>O</b>     |

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Jonathan Harris  | N/A                 | emc0334                |

**Comment Recommendation: O (Open (All modes of travel))**

\*Aside from my personal interest in maintaining these sites, they are a draw for some pilots from across the country, potentially providing tourist dollars for the local economy.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Andrew BE        | N/A                 | emc0358                |

**Comment Recommendation: O (Open (All modes of travel))**

We have 3 launch sites within the RMP zone which haw been actively used for decades by free-flight pilots from around the westem United States. Two of these sites (Reeder Mesa, roads 073, J0737/0738, and Otto's Ridge, road K64 and access) are flown year-round and are known for their steady conditions, safe learning environment for newer pilots and progressiw conditions for intermediate pilots. They're known for smooth, multiple-hour flights.

The third site (Peanut Point, road E27 and access) is know as one of the best cross-country ftying sites in Colorado, with many ftights exceeding 100 miles. All three of these sites are established and insured through a national governing organization, the US Hang Gliding and Paragliding Association (USHPA).

Personally. I fty Otto's Ridge and Reeder Mesa sometimes 3-4 times per week. I haw worked with the private property owners at Reeder Mesa (who grant access to the BLM land across their private property) for 7 years to ensure good relationships are maintained. I have worked with pilots, instructors and USHPA to promote good land-use practices to ensure minimal impact and long-term accessibility.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| David Hach       | N/A                 | emc0367                |

**Comment Recommendation: O (Open (All modes of travel))**

I write today to express that full access be maintained to Otto's Ridge, Reeder Mesa, and Peanut Point. Specifically, roads K64 and access to Otto's Ridge, roads O736, O737, and 0738 to the Reeder Mesa fly site, and road E27 to Peanut Point.

I support Alternatiw A, no change to currant access so that we may continue to enjoy using these special sites. I personally use the Otto's Ridge site several times per year.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Douglas Kurtz    | N/A                 | emc0380                |

**Comment Recommendation: O (Open (All modes of travel))**

I'm a Colorado paraglider pilot witing in response to proposed closures to Road K64, Roads 0736, 0737, 0738, and Road E27. All of these roads access flying sites that are central to our sport in the Grand Junction area.

|   |   |                                   |
|---|---|-----------------------------------|
| <b>Commenter</b><br>Richard Kocurek   | <b>Organization</b><br>N/A                      | <b>Submission Code</b><br>emc0400 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |   |                                   |
| <p>Maintain full access to:</p> <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads O736, O737, O738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul> <p>Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land. These flying sites are flown year-round by pilots from across the western United States. Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado. These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills. These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</p> |   |                                   |
| <b>Commenter</b><br>Steve Su  | <b>Organization</b><br>N/A                      | <b>Submission Code</b><br>emc0428 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |   |                                   |
| <p>Im writing to keep road access to<br/>Road K64 and access (Otto's Ridge fly-site),<br/>Roads O736, O737, O738 (Reeder Mesa fly-site),<br/>Road E27 and access (Peanut Point).</p> <p>These roads are essential for paraglider pilots to have safe access to these unique spots. As a beginner pilot these are some of the only areas with consistent smooth winds which novices can learn safely. In addition these sites allow year round flying. Many pilots from all over the country visit these sites as it is so unique and scenic. These sites already have been established for many years and are insured with the US Hang Gliding and Paragliding association. Please maintain access to the roads stated above.</p>   |   |                                   |
| <b>Commenter</b><br>Jacob Hildebrand  | <b>Organization</b><br>ALTUS Environmental, LLC | <b>Submission Code</b><br>emc0357 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |   |                                   |
| <p>Further, these sites, especially Reeder Mesa and Otto's Ridge offer safe environments for newer pilots to hone their skills. From what I know, all three sites are established and insured flying sites by our governing body, USHPA. We often use Road K64 and access for Otto's Ridge and roads O736, O737, and O738 for the Reeder Mesa site.</p>   |   |                                   |
| <b>Commenter</b><br>Paul Christian  | <b>Organization</b><br>N/A                      | <b>Submission Code</b><br>emc0441 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |   |                                   |
| <p>I am a paraglider and I am requesting tha, Road K64 and access (Otto's Ridge fly-site), Roads O736, O737, O738 (Reeder Mesa fly-site), and Road E27 and access (Peanut Point)remain open.</p>  |   |                                   |
| <b>Commenter</b><br>Matthew McGlammery  | <b>Organization</b><br>N/A                      | <b>Submission Code</b><br>emc0365 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |   |                                   |
| <p>As a paraglider pilot I have a keen interest in keeping the following sites available for access to both drive up to launch and to participate in paragliding activities.</p> <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads O736, O737, O738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul> <p>All the sites are important as free flying sites, I am particularly fond of Otto's Ridge, Road K64 and would very much like to keep it available for drive up transportation, camping and foot traffic. Since all the options except Option A would close road K64 my only choice for an Alternative is Alternative A: No changes to current access.</p>   |   |                                   |

|  |                            |                                   |
|--|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Thomas McNealy   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0351 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                            |                                   |
| Please allow full access to the following:   |                            |                                   |
| <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul>   |                            |                                   |
| Paragliding is a non pollution easy on the environment sport.  |                            |                                   |
| <ul style="list-style-type: none"> <li>- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.</li> <li>- Our sport has extremely low impact on public land.</li> </ul>   |                            |                                   |
| These flying sites are flom year-round by pilots from across the western United States.  |                            |                                   |
| Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most conSistently used in Colorado.   |                            |                                   |
| <ul style="list-style-type: none"> <li>- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.</li> <li>- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</li> </ul>   |                            |                                   |
| <b>Commenter</b><br>William Stites   | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0341 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                            |                                   |
| This is a request to keep access to the following roads open:  |                            |                                   |
| <ul style="list-style-type: none"> <li>- Road K64 and access (Otto's Ridge fly-site)</li> <li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li> <li>- Road E27 and access (Peanut Point)</li> </ul>   |                            |                                   |
| Sat, Feb 23, 2013 at 11:00 AM  |                            |                                   |
| This is for the benefit of free flying sports like paragliding and hang gliding wherein:   |                            |                                   |
| <ul style="list-style-type: none"> <li>- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.</li> <li>- Our sport has extremely low impact on public land.</li> <li>- These flying sites are flown year-round by pilots from across the western United States.</li> <li>- Reeder Mesa and Otto's Ridge sites are know to be some of the safest and most consistently used in Colorado.</li> <li>- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.</li> <li>- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</li> </ul> |                            |                                   |
| <b>Commenter</b><br>Chris Ratay  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0332 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                            |                                   |
| I was recently informed that the BLM is considering closing access for paragliding pilots to otto's Ridge, Reeder Mesa, and Peanut Point. (Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access to fying site). I am a Colorado resident and although there is plenty of BLM land here in Boulder, I don' get to utilize most of it. I utilize the roads listed above to access safe paragliding sites.  |                            |                                   |
| I am a beginner/intennediate paraglider, and there are limited places in Colorado that I can safely fly to improve my skills. Paragliding is low-impact on public land and the environment, far less then many mountain and dirt bike trails I've used in the past. I didn' like the impact the dirt-bike caused, and haw since gotten rid ofthem. The sites at Otto's Ridge and Reeder Mesa are safe and with consistent conditions make it worth traveling over from the Front Range. They are established and insured flying sites with the US Hang Gliding and Paragliding Association.  |                            |                                   |
| <b>Commenter</b><br>John Wirt  | <b>Organization</b><br>N/A | <b>Submission Code</b><br>emc0543 |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                            |                                   |
| [Refers to Road K64 and access, Roads 0736, 0737, 0738, and Road E27 and access]   |                            |                                   |

Paragliding is a sport that has very little impact on the environment but does have very modest land use needs:

Unlike other recreational activities, we necessitate a very small amount of access to very specific locations. Our sport has extremely low impact on public land.

These flying sites are flown year-round by pilots from across the western United States.

Reeder Mesa and Otto's Ridge sites are known to be some of the safest and most consistently used in Colorado.

These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.

These are established and insured flying sites with the US Hang Gliding and Paragliding Association.

| Commenter   | Organization                         | Submission Code |
|---|--------------------------------------|-----------------|
| Granger Banks   | USHPA                                | emc0331         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                                      |                 |
| I have been alerted to proposed closing of access to these roads:   |                                      |                 |
| <ul style="list-style-type: none"><li>- Road K64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li><li>- Road E27 and access (Peanut Point)</li></ul>  |                                      |                 |
| Sat, Feb 23, 2013 at 8:05 AM  |                                      |                 |
| As paragliding instructor that regularly visits these areas and brings pilots there that spend money in the local businesses, I encourage you to keep these road open.  |                                      |                 |
| Commenter   | Organization                         | Submission Code |
| John Wirt   | N/A                                  | emc0543         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                                      |                 |
| I would very much like to maintain full access to:  |                                      |                 |
| <ul style="list-style-type: none"><li>- Road K64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder Mesa fly-site)</li><li>- Road E27 and access (Peanut Point)</li></ul>  |                                      |                 |
| Commenter   | Organization                         | Submission Code |
| David Hanning   | N/A                                  | emc0328         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                                      |                 |
| As a user of public lands for multiple sports I am requesting that the HIM maintain or improve current access and support of Paragliding and Hang gliding.  |                                      |                 |
| 1. request to maintain full access to:  |                                      |                 |
| <ul style="list-style-type: none"><li>- Road K.64 and access (Otto's Ridge fly-site)</li><li>- Roads 0736, 0737, 0738 (Reeder M.s. fly-site)</li><li>- Road E27 and access (peanut Point)</li></ul>   |                                      |                 |
| 2. our sport and land-use needs:  |                                      |                 |
| <ul style="list-style-type: none"><li>- Unlike other recreational activities, we necessitate a very small amount of access to very specific locations.</li><li>- Our sport has extremely low impact on public land.</li><li>- These flying sites are flown year-round by pilots from across the western United States.</li><li>- Reeder Mesa and Otto's Ridge sites are known to be some of the safest and consistently used in Colorado.</li><li>- These sites fulfill an essential role of helping beginning and intermediate pilots safely improve and hone their skills.</li><li>- These are established and insured flying sites with the US Hang Gliding and Paragliding Association.</li></ul> |                                      |                 |
| Commenter   | Organization                         | Submission Code |
| Jack Rossman  | US Hangliding and Paragliding Assoc. | cfc0198         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>   |                                      |                 |
| These comments pertain to the area's around Roads K64, 0736, 0737, 0738, and E27 and maintaining full access to paragliders. The sport of Paragliding requires a very small amount of access with limited to low impact on the land. We want to use existing roads to these areas known as Otto's Ridge, Reeder's Mesa and  |                                      |                 |

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O749</b> | 12188   | undesigned | C     | C     | O     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route      | Segment | ALT A      | ALT B | ALT C | ALT D |
|------------|---------|------------|-------|-------|-------|
| <b>O75</b> | 7652    | undesigned | R     | R     | O     |
|            | 8236    | undesigned | R     | R     | O     |
|            | 8599    | undesigned | N     | N     | M     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                                     |                            |                                   |
|-------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Jennifer Sliney | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0137 |
|-------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

--Route 075 should be extended with bicycle/ horse/ hiker access to fully utilize the slopes of Horse Mountain

|                              |  |                                   |
|------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Kris Cox | <b>Organization</b><br>COPMOBA- Grand Valley Canyons Chapter | <b>Submission Code</b><br>emc0788 |
|------------------------------|--|-----------------------------------|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

- ☐ O1029 - retain as open to mechanized travel for continued access off of the Mesa top Mesa Slopes
- ☐ O141/O226/O239 form nice spur loop
- ☐ O1213 should be continuous
- ☐ O1108 provides nice high access for later connection Flats; south of Horse Mtn.
- ☐ O305 - serves as connector to trails in the flats Horse Mtn area
- ☐ O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- ☐ Existing trail not on map to the West of O75, and South of E-W road across the hill
- ☐ O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- ☐ Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- ☐ O57 provide access northward from upper reaches of Blowout – very important ridgeline to long range route options.
- ☐ O14 is a nice established route providing entrance from the lower Cottonwood Creek area

☐ Accurate Pal Rim trail needs to be added to map

☐ O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Landon Monholland   | N/A          | emc0922         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |              |                 |
| Zone O from a Bicycle perspective:  |              |                 |
| Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation. |              |                 |
| Route Comments:   |              |                 |
| Southern region - don't limit access off of Indian Point area.  |              |                 |
| O830/831/833 should be bike accessible  |              |                 |
| O825/O2060 should be bike accessible.   |              |                 |
| Whitewater Basin area   |              |                 |
| O293/O292 should have complete connection to Whitewater basin (NFS boundary)  |              |                 |
| O1219/O1131 - should remain accessible, form loop route.  |              |                 |
| Upper Mesa  |              |                 |
| O1029 - retain as open to mechanized travel for continued access off of the Mesa top  |              |                 |
| Mesa Slopes   |              |                 |
| O141/O226/O239 form nice spur loop  |              |                 |
| O1213 should be continuous  |              |                 |
| O1108 provides nice high access for later connection  |              |                 |
| Flats; south of Horse Mtn   |              |                 |
| O305 - serves as connector to trails in the flats   |              |                 |
| Horse Mtn area  |              |                 |
| O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.  |              |                 |
| Existing trail not on map to the West of O75, and South of E-W road across the hill   |              |                 |
| O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn   |              |                 |
| Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.   |              |                 |

| Commenter  | Organization                 | Submission Code |
|--|------------------------------|-----------------|
| Juliann Adams  | Palisade Chamber of Commerce | emc0749         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                              |                 |
| Horse Mountain area  |                              |                 |
| O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail. |                              |                 |
| Existing trail not on map to the West of O75, and South of E-W road across the hill                                |                              |                 |
| O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn                        |                              |                 |
| Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.                    |                              |                 |

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |



**Comment Recommendation: O (Open (All modes of travel))**

Horse Mtn area - most important access locally to the town of Palisade - I love to be able to ride to Horse Mtn and access dirt quickly. Existing routes are not all catalogued here. Those on the mtn itself already offer nice loop options.

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail. This is a nice existing route that is well defined and usable in loop form now.

Existing trail is not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection

O305 - serves as connector to trails in the flats

- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
- Existing trail not on map to the West of O75, and South of E--W road across the hill
- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O762  | 12296   | undesigned | R     | R     | R     |
|       | 12301   | undesigned | R     | R     | R     |
|       | 12311   | undesigned | R     | R     | R     |
|       | 12320   | undesigned | R     | R     | R     |

**Comment Recommendation: C (Admin/Permitted Use Only)**

**Zone 0**

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an imgation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0774  | 11329   | undesigned | C     | C     | O     |
|       | 12532   | undesigned | C     | C     | O     |

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|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O8    | 608     | undesigned | O3    | A3    | O3    |
|       | 33550   | undesigned | O3    | A3    | O3    |

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Janice Shepherd  | N/A                 | rmc0089                |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

The unnumbered route that connects O8, O1, and O1045 is listed as permitting motorcycles in Alt B. This is not consistent with the existing signs and what appears to be the established agreements between the BLM and various stakeholders. See images IMG\_8678 and IMG\_8689. I recently spoke with a representative of Palisade Water and he indicated that Palisade has opened their roads in this area to bicycles. He understood that that these roads are not what typical mountain bikers are looking for. O8 and O1045 are exactly the type of roads I'd be interested in riding my bicycle on. I'm looking for quiet, fairly well graded roads or two tracks without much in the way of rocks, twists and turns. I'm sure I'm not alone. I normally ride on pavement or paved tracks like the Riverfront trail. I'm looking to broaden my bicycling adventures but definitely can't handle anything with much in the way of rocks or sharp turns. I believe O8 and O1045 would be perfect. Now that I know they are open to bicycles I'm looking forward to exploring them. O1 and O1045 should be listed as bicycle, horse or foot. It would be great if the BLM could work with the private land owner of the land around Cabin Reservoir so that a complete loop could be open for this type of casual bicycling.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O813  | 12887   | undesigned | R     | R     | C     |
|       | 12917   | undesigned | R     | R     | C     |

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Bradley Barker   | N/A                 | cfc0050                |

**Comment Recommendation: O (Open (All modes of travel))**

While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area.

|                  |                             |                        |
|------------------|-----------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>         | <b>Submission Code</b> |
| Ron Velarde      | Colorado Parks and Wildlife | rmc0074                |

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0  
Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not

support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed. CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitewater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Commenter  | Organization         | Submission Code |
|--|----------------------|-----------------|
| William Edwards  | USDA                 | rmc0086         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |                      |                 |
| Route 0813: In the 1950s, the Forest Service acquired a right-of-way across the private land in Section 6, T. 13 S., R. 97 W., 6th P.M., as well as a right-of-way reservation from BLM for a road crossing Sections 6, 7, 8, 8 and 16 to the forest boundary where there is a trailhead for the Indian Point Trail on NFS lands. Both rights-of-way (easements) were for a width of 60 feet, which is what we acquire for road purposes. Because it appears that the Forest Service has valid existing rights on that route, we do not believe that the route from the private land to the intersection with Route 0222 should be closed or decommissioned. Additionally, the remainder of the route (0222) to the forest boundary provides full-sized vehicle access to the Indian Point Trailhead. We believe the route is under the jurisdiction of the Forest Service and, therefore, should remain as full-sized motorized access to the forest boundary. We will gladly work with the BLM and the Colorado Division of Parks and Wildlife (CPW) on a winter closure for the area. |                      |                 |
| Commenter  | Organization         | Submission Code |
| Bradley Barker   | Grand Mesa Jeep Club | rmc0025         |

**Comment Recommendation: O (Open (All modes of travel))**

Trail Description: These trails offer a varied riding experience and great views of the valley.

Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.

Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.

Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.

Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O822  | 11370   | undesigned | N     | N     | O1    |
|       | 11371   | undesigned | N     | N     | A1    |
|       | 12261   | undesigned | R     | R     | R     |
|       | 12890   | undesigned | O1    | O1    | O1    |
|       | 12920   | undesigned | O1    | N     | A1    |
|       | 12925   | undesigned | O1    | N     | A1    |
|       | 12933   | undesigned | N     | N     | A1    |
|       | 12977   | undesigned | N     | N     | A1    |

**Commenter**

Bradley Barker

**Organization**

Grand Mesa Jeep Club

**Submission Code**

rmc0025

**Comment Recommendation: O (Open (All modes of travel))**

Trail Description: These trails offer a varied riding experience and great views of the valley.

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Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.

Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas.

**Commenter**

Bradley Barker

**Organization**

N/A

**Submission Code**

cfc0050

**Comment Recommendation: O (Open (All modes of travel))**

While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area.

**Commenter**

Ron Velarde

**Organization**

Colorado Parks and Wildlife

**Submission Code**

rmc0074

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed

use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

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Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

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Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

**Commenter**  
William Edwards

**Organization**  
USDA

**Submission Code**  
rmc0086

**Comment Recommendation: R (Closed)**

Route 0822: Does the BLM have legal access across the private land crossed by that road? If not, maybe that route could be closed and Route 0813 used instead because there is provable legal public access on that route.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>0825</b> | 12836   | undesigned | C     | C     | A1    |
|             | 13096   | undesigned | C     | C     | A1    |
|             | 13106   | undesigned | C     | C     | A1    |



| Commenter   | Organization | Submission Code |
|---|--------------|-----------------|
| Bradley Barker  | N/A          | cfc0050         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes 0813, 0822, 0825, 0829, 0830, 0831, 0833, 0836, 02033, 02037, 02060, 02067 and 02089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |              |                 |

| Commenter   | Organization                | Submission Code |
|---|-----------------------------|-----------------|
| Ron Velarde   | Colorado Parks and Wildlife | rmc0074         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b><br>Zone 0<br>Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.<br><br>Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).<br><br>Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.<br><br>Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.<br><br>Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.<br><br>Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.<br><br>Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.<br><br>Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.<br><br>Road 0659. Road 0659 leads to an imigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.<br><br>Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.<br><br>Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near |                             |                 |

Palisade Point. The roads are administrative and should be designated as such.

| Commenter   | Organization                 | Submission Code |
|---|------------------------------|-----------------|
| Juliann Adams   | Palisade Chamber of Commerce | emc0749         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |                              |                 |
| Southern region - don't limit access off Indian Point area.<br>O830/831/833 should be bike accessible<br>O825/O2060 should be bike accessible.  |                              |                 |
| Commenter   | Organization                 | Submission Code |
| Landon Monholland   | N/A                          | emc0922         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>  |                              |                 |
| Zone O from a Bicycle perspective:<br>Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation. |                              |                 |
| Route Comments:<br>Southern region - don't limit access off of Indian Point area.<br>O830/831/833 should be bike accessible<br>O825/O2060 should be bike accessible.  |                              |                 |
| Whitewater Basin area<br>O293/O292 should have complete connection to Whitewater basin (NFS boundary)<br>O1219/O1131 - should remain accessible, form loop route.   |                              |                 |
| Upper Mesa<br>O1029 - retain as open to mechanized travel for continued access off of the Mesa top  |                              |                 |
| Mesa Slopes<br>O141/O226/O239 form nice spur loop<br>O1213 should be continuous<br>O1108 provides nice high access for later connection   |                              |                 |
| Flats; south of Horse Mtn<br>O305 - serves as connector to trails in the flats<br>Horse Mtn area<br>O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.  |                              |                 |
| Existing trail not on map to the West of O75, and South of E-W road across the hill<br>O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn<br>Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.   |                              |                 |

| Commenter  | Organization                                 | Submission Code |
|--|--|-----------------|
| Jason Bertolacci   | International Mountain Bicycling Association | emc0912         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>   |  |                 |
| Key Routes we Would Like to See Remain Open to Bicycles <ul style="list-style-type: none"><li>• O830/831/833 and O825/O2060</li><li>• O293/O292 should have complete connection to Whitewater basin (NFS boundary)</li><li>• O1219/O1131 - should remain accessible, form loop route.</li><li>• O1029 - retain as open to mechanized travel for continued access off of the Mesa top</li></ul> |  |                 |

- O141/O226/O239 form nice spur loop
  - O1213 should be continuous
  - O1108 provides nice high access for later connection
- O305 - serves as connector to trails in the flats
- O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.
  - Existing trail not on map to the West of O75, and South of E--W road across the hill
  - O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
  - Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
  - O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
  - O14 is a nice established route providing entrance from the lower Cottonwood Creek area
  - Accurate Pal Rim trail needs to be added to map
  - O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

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| Commenter  | Organization                          | Submission Code |
|--|---------------------------------------|-----------------|
| Kris Cox   | COPMOBA- Grand Valley Canyons Chapter | emc0788         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b> |                                       |                 |
| ☐ O830/831/833 should be bike accessible.                |                                       |                 |
| ☐ O825/O2060 should be bike accessible.                  |                                       |                 |

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| Commenter      | Organization         | Submission Code |
|----------------|----------------------|-----------------|
| Bradley Barker | Grand Mesa Jeep Club | rmc0025         |

**Comment Recommendation: O (Open (All modes of travel))**

Trail Description: These trails offer a varied riding experience and great views of the valley.

Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.

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| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off of Indian Point area. This area is great for getting down off of the Grand Mesa, and is remote and rugged, though easily accessible on top via roads and existing trails (Mesa Top, Flowing Park).

☐ 0830/831/833 should be bike accessible

☐ 0825/02060 should be bike accessible.

| Route       | Segment | ALT A             | ALT B    | ALT C    | ALT D    |
|-------------|---------|-------------------|----------|----------|----------|
| <b>0827</b> | 13122   | <b>undesigned</b> | <b>C</b> | <b>C</b> | <b>C</b> |

**Commenter**  
Ron Velarde

**Organization**  
Colorado Parks and Wildlife

**Submission Code**  
rmc0074

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

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Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route  | Segment | ALT A               | ALT B | ALT C                      | ALT D |
|--|---------|---------------------|-------|----------------------------|-------|
| O829   | 12830   | undesigned          | C     | C                          | O     |
|  | 13160   | undesigned          | C     | C                          | O     |
|  | 21958   | undesigned          | C     | C                          | A1    |
| Commenter<br>Bradley Barker  |         | Organization<br>N/A |       | Submission Code<br>cfc0050 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |         |                     |       |                            |       |

|  |  |                                      |  |                            |  |
|--|--|--------------------------------------|--|----------------------------|--|
| Commenter<br>Bradley Barker  |  | Organization<br>Grand Mesa Jeep Club |  | Submission Code<br>rmc0025 |  |
| Comment Recommendation: O (Open (All modes of travel))<br>Trail Description: These trails offer a varied riding experience and great views of the valley.<br><br>Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.<br><br>Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.<br><br>Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.<br><br>Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas. |  |                                      |  |                            |  |

| Route  | Segment | ALT A               | ALT B | ALT C                      | ALT D |
|--|---------|---------------------|-------|----------------------------|-------|
| O83  | 8201    | undesigned          | C     | C                          | C     |
| Commenter<br>Brandon Siegfried   |         | Organization<br>N/A |       | Submission Code<br>cfc0080 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes. |         |                     |       |                            |       |

| Route  | Segment | ALT A               | ALT B | ALT C                      | ALT D |
|--|---------|---------------------|-------|----------------------------|-------|
| O830   | 13156   | undesigned          | C     | C                          | O1    |
| Commenter<br>Bradley Barker  |         | Organization<br>N/A |       | Submission Code<br>cfc0050 |       |
| Comment Recommendation: O (Open (All modes of travel))<br>While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |         |                     |       |                            |       |

|                            |  |  |  |                            |  |
|----------------------------|--|--|--|----------------------------|--|
| Commenter<br>Juliann Adams |  | Organization<br>Palisade Chamber of Commerce |  | Submission Code<br>emc0749 |  |
|----------------------------|--|--|--|----------------------------|--|

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

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**Commenter**

William Edwards

**Organization**

USDA

**Submission Code**

rmc0086

**Comment Recommendation: C (Admin/Permitted Use Only)**

Route 0830: We are experiencing some incursions onto the forest by motorized vehicles in the Kannah Creek Colorado Roadless Area (CRA). If public access on Routes 0830, 02089 and 0833 can be controlled, we have no problem with those routes being identified as administrative access. We have been using gates for such closures/control.

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**Commenter**

Landon Monholland

**Organization**

N/A

**Submission Code**

emc0922

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

O1213 should be continuous

O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

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**Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles



- O830/831/833 and O825/O2060
- O293/0292 should have complete connection to Whitewater basin (NFS boundary)
- O1219/O1131 - should remain accessible, form loop route.
- O1029 - retain as open to mechanized travel for continued access off of the Mesa top
- O141/O226/O239 form nice spur loop
- O1213 should be continuous
- O1108 provides nice high access for later connection

O305 - serves as connector to trails in the flats

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- O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn
- Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.
- O57 provide access northward from upper reaches of Blowout - very important ridgeline to long range route options.
- O14 is a nice established route providing entrance from the lower Cottonwood Creek area
- Accurate Pal Rim trail needs to be added to map
- O1045 and O1 (Cottonwood & Rapid Creek Roads) are critical access to Mesa direction and upper altitudes.

In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs. The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

| Commenter  | Organization                          | Submission Code |
|--|---------------------------------------|-----------------|
| Kris Cox   | COPMOBA- Grand Valley Canyons Chapter | emc0788         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b> |                                       |                 |
| ☐ O830/831/833 should be bike accessible.                |                                       |                 |
| ☐ O825/O2060 should be bike accessible.                  |                                       |                 |

| Commenter   | Organization         | Submission Code |
|---|----------------------|-----------------|
| Bradley Barker  | Grand Mesa Jeep Club | rmc0025         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b> |                      |                 |

Trail Description: These trails offer a varied riding experience and great views of the valley.

Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.

Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.

Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.

Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas.

| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off of Indian Point area. This area is great for getting down off of the Grand Mesa, and is remote and rugged, though easily accessible on top via roads and existing trails (Mesa Top, Flowing Park).

☐ O830/831/833 should be bike accessible

☐ O825/O2060 should be bike accessible.

**Route****Segment****ALT A****ALT B****ALT C****ALT D****O831**

13172

**undesigned****C****R****O1****Commenter**

Jason Bertolacci

**Organization**

International Mountain Bicycling Association

**Submission Code**

emc0912

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
- O293/O292 should have complete connection to Whitewater basin (NFS boundary)
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In Zone M, the town of Palisade will focus on mountain bike and trail based recreation around the Bookcliffs.

The Bookcliff area offers quick access to little used terrain that is immediately adjacent to the Grand Valley and yet not visibly connected until one reaches the ridgeline of the Bookcliff range. This isolation and eventual visual connection is a unique aspect of Bookcliff area riding.

The only local access to this region of Zone M is through Cameo and Coal Canyon Road (M13). There is ongoing work to connect the town of Palisade to Cameo and Island Acres Campground via trail, as well as efforts to access the private lands on the bench south of Cameo as the Xcel power plant is decommissioned in that area. This connection will create yet another access from town directly to trails in these areas. With an established trailhead on M13, some resources are already in place to support improvement of existing routes and expansion of new routes in the area.

**Commenter**

Kris Cox

**Organization**

COPMOBA- Grand Valley Canyons Chapter

**Submission Code**

emc0788

**Comment Recommendation: N (Foot/Horse/Mechanized)**

☐ O830/831/833 should be bike accessible.

☐ O825/O2060 should be bike accessible.

**Commenter**

Scott Winans

**Organization**

N/A

**Submission Code**

emc0868

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off of Indian Point area. This area is great for getting down off of the Grand

Mesa, and is remote and rugged, though easily accessible on top via roads and existing trails (Mesa Top, Flowing Park).

☐ O830/831/833 should be bike accessible

☐ O825/O2060 should be bike accessible.

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| Commenter   | Organization                 | Submission Code |
|---|------------------------------|-----------------|
| Juliann Adams   | Palisade Chamber of Commerce | emc0749         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b>    |                              |                 |
| Southern region - don't limit access off Indian Point area. |                              |                 |
| O830/831/833 should be bike accessible                      |                              |                 |
| O825/O2060 should be bike accessible.                       |                              |                 |

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| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Bradley Barker   | N/A          | cfc0050         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |              |                 |

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| Commenter                                 | Organization                | Submission Code |
|---|-----------------------------|-----------------|
| Ron Velarde                               | Colorado Parks and Wildlife | rmc0074         |
| <b>Comment Recommendation: R (Closed)</b> |                             |                 |

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

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| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

Zone O offers the opportunity to connect to the Grand Mesa via bordering lands with NFS. Zone O also includes the Palisade Rims, The Blowout, Mesa Slopes, and Horse Mountain. These regions together form contiguous parcels to the east, southeast, and south of the town of Palisade. These areas have trail access via many points, and together could be made to form a recreation area that would be an amazing boon to the economy and quality of life for the town of Palisade. It will be important to assure access to-and-from the Zone to nearby lands, and to establish a Recreation Management Area which will plan future trail development. I would like to see this area turned into an SRMA for multiple types of trail based recreation.

Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

Upper Mesa

O1029 - retain as open to mechanized travel for continued access off of the Mesa top

Mesa Slopes

O141/O226/O239 form nice spur loop

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O1108 provides nice high access for later connection

Flats; south of Horse Mtn

O305 - serves as connector to trails in the flats

Horse Mtn area

O75 - access North from ridgeline road connects to O1794, which allows for loop creation, and it's existing trail.

Existing trail not on map to the West of O75, and South of E-W road across the hill

O1794, O132, and O113 are all part of that loop and make good connectivity around Horse Mtn

Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| 0832  | 11390   | undesigned | C     | C     | O     |
|       | 11394   | undesigned | C     | C     | O     |
|       | 13335   | undesigned | O1    | C     | O     |
|       | 13345   | undesigned | O1    | C     | O     |
|       | 13352   | undesigned | O1    | C     | O     |
|       | 13389   | undesigned | C     | C     | O     |
|       | 13397   | undesigned | C     | C     | O     |
|       | 13419   | undesigned | C     | C     | O     |
|       | 13610   | undesigned | C     | C     | O     |
|       | 21960   | undesigned | O1    | C     | O1    |

**Commenter**

Eric Rechel

**Organization**

N/A

**Submission Code**

rmc0049

**Comment Recommendation: R (Closed)**

Need to keep motorized travel limited to roads that are graded and maintained otherwise there will be an increase in dust, especially with the drought. I approve of closing roads 02022, and 02025. Close roads around Chenny Reservoir e.g. 0840,0832, and 02003.

**Commenter**

Ron Velarde

**Organization**

Colorado Parks and Wildlife

**Submission Code**

rmc0074

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

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Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O833  | 13149   | undesigned | C     | C     | C     |
|       | 13237   | undesigned | C     | C     | C     |

| Commenter         | Organization | Submission Code |
|-------------------|--------------|-----------------|
| Landon Monholland | N/A          | emc0922         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Zone O from a Bicycle perspective:

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Route Comments:

Southern region - don't limit access off of Indian Point area.

O830/831/833 should be bike accessible

O825/O2060 should be bike accessible.

Whitewater Basin area

O293/O292 should have complete connection to Whitewater basin (NFS boundary)

O1219/O1131 - should remain accessible, form loop route.

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Route is missing off of existing north O75 wrapping clockwise and intersecting O18 to the east.

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| Commenter    | Organization | Submission Code |
|--------------|--------------|-----------------|
| Scott Winans | N/A          | emc0868         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

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---

| Commenter      | Organization         | Submission Code |
|----------------|----------------------|-----------------|
| Bradley Barker | Grand Mesa Jeep Club | rmc0025         |

**Comment Recommendation: O (Open (All modes of travel))**

Trail Description: These trails offer a varied riding experience and great views of the valley.

Historical Use: I use these routes multiple times per year as routes to picnics, hunting, and general recreation.

Why you like this trail: These trails are very close to my parent's home and keeps us from needing to load and travel long distances to ride.

Benefits: These trails provide opportunity for me, my friends, and family to enjoy the outdoors away from the crowds of the big city.

Closure of these trails will increase density of use in other areas and thus become a safety risk and increase impact on environment in other areas.

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| Commenter        | Organization                                 | Submission Code |
|------------------|--|-----------------|
| Jason Bertolacci | International Mountain Bicycling Association | emc0912         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Key Routes we Would Like to See Remain Open to Bicycles

- O830/831/833 and O825/O2060
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| Commenter       | Organization | Submission Code |
|-----------------|--------------|-----------------|
| William Edwards | USDA         | rmc0086         |

**Comment Recommendation: C (Admin/Permitted Use Only)**

Route 0830: We are experiencing some incursions onto the forest by motorized vehicles in the Kannah Creek Colorado Roadless Area (CRA). If public access on Routes 0830, 02089 and 0833 can be controlled, we have no problem with those routes being identified as administrative access. We have been using gates for such closures/control.

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| Commenter     | Organization                 | Submission Code |
|---------------|------------------------------|-----------------|
| Juliann Adams | Palisade Chamber of Commerce | emc0749         |

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Southern region - don't limit access off Indian Point area.

0830/831/833 should be bike accessible

0825/O2060 should be bike accessible.

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| Commenter   | Organization                | Submission Code |
|-------------|-----------------------------|-----------------|
| Ron Velarde | Colorado Parks and Wildlife | rmc0074         |

**Comment Recommendation: O (Open (All modes of travel))**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

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Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an imigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Bradley Barker   | N/A          | cfc0050         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |              |                 |

| Commenter  | Organization                          | Submission Code |
|--|---------------------------------------|-----------------|
| Kris Cox   | COPMOBA- Grand Valley Canyons Chapter | emc0788         |
| <b>Comment Recommendation: N (Foot/Horse/Mechanized)</b> |                                       |                 |
| ☐ O830/831/833 should be bike accessible.                |                                       |                 |
| ☐ O825/O2060 should be bike accessible.                  |                                       |                 |

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O836  | 13219   | undesigned | O1    | O1    | O1    |
|       | 13285   | undesigned | O1    | O1    | O1    |
|       | 13288   | undesigned | O1    | O1    | O1    |
|       | 13311   | undesigned | O1    | O1    | O1    |
|       | 13402   | undesigned | O1    | O1    | O1    |
|       | 13484   | undesigned | C     | R     | O     |
|       | 13567   | undesigned | C     | C     | O5    |
|       | 13586   | undesigned | C     | C     | O5    |
|       | 13603   | undesigned | C     | C     | O5    |
|       | 13618   | undesigned | C     | C     | O5    |

| Commenter  | Organization | Submission Code |
|--|--------------|-----------------|
| Bradley Barker   | N/A          | cfc0050         |
| <b>Comment Recommendation: O (Open (All modes of travel))</b>  |              |                 |
| While I use other routes within the RMP area, I will restrict my current comments to Zone 'O.' I travel routes O813, O822, O825, O829, O830, O831, O833, O836, O2033, O2037, O2060, O2067 and O2089 multiple times a year. . . If this area was closed we would have to travel miles to find another suitable recreation area. |              |                 |

| Commenter                                 | Organization                | Submission Code |
|---|-----------------------------|-----------------|
| Ron Velarde                               | Colorado Parks and Wildlife | rmc0074         |
| <b>Comment Recommendation: R (Closed)</b> |                             |                 |
| Zone 0                                    |                             |                 |

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0836 and 0831. There are many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B. For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an irrigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed. CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the White Water Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

| Route            | Segment | ALT A               | ALT B | ALT C                  | ALT D |
|------------------|---------|---------------------|-------|------------------------|-------|
| <b>0840</b>      | 13576   | undesigned          | C     | C                      | O     |
|                  | 13578   | undesigned          | O1    | C                      | O     |
|                  | 13594   | undesigned          | C     | C                      | O     |
|                  | 13596   | undesigned          | C     | C                      | O5    |
|                  | 13602   | undesigned          | C     | C                      | O     |
| <b>Commenter</b> |         | <b>Organization</b> |       | <b>Submission Code</b> |       |
| Eric Rechel      |         | N/A                 |       | rmc0049                |       |

**Comment Recommendation: R (Closed)**

Need to keep motorized travel limited to roads that are graded and maintained otherwise there will be an increase in dust, especially with the drought. I approve of closing roads 02022, and 02025. Close roads around Chenny Reservoir e.g. 0840,0832, and 02003.

| Route | Segment | ALT A        | ALT B | ALT C | ALT D |
|-------|---------|--------------|-------|-------|-------|
| 0846  | 13606   | undesignated | C     | C     | O     |
|       | 13633   | undesignated | O1    | C     | O     |
|       | 13693   | undesignated | C     | C     | O     |
|       | 13694   | undesignated | C     | C     | O     |
|       | 13727   | undesignated | C     | C     | O     |

**Commenter**

William Edwards

**Organization**

USDA

**Submission Code**

rmc0086

**Comment Recommendation: R (Closed)**

Route 0846: Who would use that administrative access? Is it designated the same in the Uncompahgre Basin Field Office's RMP? There is a Forest Service Mesa Point Communication Site just across the Mesa-Delta County line and a road leading to the site. The area of the forest that appears to be accessed by that route is within the Kannah Creek CRA.

| Route | Segment | ALT A        | ALT B | ALT C | ALT D |
|-------|---------|--------------|-------|-------|-------|
| 0882  | 12253   | undesignated | R     | R     | R     |
|       | 12259   | undesignated | R     | R     | R     |
|       | 12262   | undesignated | R     | R     | R     |
|       | 12267   | undesignated | R     | R     | R     |

**Commenter**

Eric Rechel

**Organization**

N/A

**Submission Code**

rmc0049

**Comment Recommendation: R (Closed)**

Zone 0: Roads 0887,0885,0882,0731, should be closed. The entire area where these roads are located should be off limits to motorized travel because of presence of Colorado Hookless cactus.

**Commenter**

Brandon Siegfried

**Organization**

N/A

**Submission Code**

cfc0080

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O885  | 12277   | undesigned | R     | R     | R     |
|       | 12278   | undesigned | R     | R     | R     |
|       | 12283   | undesigned | R     | R     | R     |
|       | 12289   | undesigned | R     | R     | R     |
|       | 12292   | undesigned | R     | R     | R     |
|       | 12297   | undesigned | R     | R     | R     |
|       | 12302   | undesigned | R     | R     | R     |
|       | 12310   | undesigned | R     | R     | R     |
|       | 12333   | undesigned | R     | R     | R     |
|       | 12341   | undesigned | R     | R     | R     |

|                                 |                            |                                   |
|---------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Eric Rechel | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0049 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: R (Closed)**

Zone 0: Roads 0887,0885,0882,0731, should be closed. The entire area where these roads are located should be off limits to motorized travel because of presence of Colorado Hookless cactus.

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                                     |   |                                   |
|-------------------------------------|---|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>The Quiet Trails Group | <b>Submission Code</b><br>emc0835 |
|-------------------------------------|---|-----------------------------------|

**Comment Recommendation: R (Closed)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O887  | 8358    | undesigned | R     | R     | R     |
|       | 8367    | undesigned | R     | R     | R     |
|       | 9896    | undesigned | R     | R     | R     |

|                                 |                            |                                   |
|---------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Eric Rechel | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0049 |
|---------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: R (Closed)**

Zone 0: Roads 0887,0885,0882,0731, should be closed. The entire area where these roads are located should be off limits to motorized travel because of presence of Colorado Hookless cactus.



|                  |                        |                        |
|------------------|------------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b>    | <b>Submission Code</b> |
| Janice Shepherd  | The Quiet Trails Group | emc0835                |

**Comment Recommendation: R (Closed)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O89   | 8063    | undesigned | C     | R     | C     |
|       | 8088    | undesigned | C     | R     | C     |

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O9    | 6419    | undesigned | O3    | A3    | O3    |
|       | 6545    | undesigned | O3    | A3    | O3    |
|       | 6935    | undesigned | O3    | A3    | O3    |
|       | 7223    | undesigned | O3    | A3    | O3    |
|       | 7504    | undesigned | O3    | A3    | O3    |

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440,

731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O90   | 8195    | undesigned | R     | R     | C     |
|       | 8246    | undesigned | R     | R     | C     |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O912  | 10798   | undesigned | O1    | O1    | O1    |
|       | 11031   | undesigned | O1    | O1    | O1    |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

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| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O936  | 11942   | undesigned | C     | C     | O     |
|       | 11970   | undesigned | C     | C     | O     |
|       | 11972   | undesigned | C     | C     | O     |
|       | 11982   | undesigned | C     | C     | O     |
|       | 11990   | undesigned | C     | C     | O     |
|       | 12125   | undesigned | C     | C     | O     |
|       | 12126   | undesigned | C     | C     | O     |
|       | 12179   | undesigned | C     | C     | O     |
|       | 12225   | undesigned | C     | C     | O     |

|                                |                            |                                   |
|--------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Matt Brown | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0059 |
|--------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

These are the only access roads to these locations which have been used by hang gliders and Para gliders for almost 40 years. Foot launch aviation sites are few and far between and we cannot afford to loose access to

these sites. As a hang glider pilot, I can tell you these are the only flyable sites in the area and losing them would be devastating to the flying community.

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

|                  |                     |                        |
|------------------|---------------------|------------------------|
| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Loren Dumont     | N/A                 | emc0512                |

**Comment Recommendation: O (Open (All modes of travel))**

Readers Mesa

Paraglider pilots need O736 and (O936 where it connects to O736 to the southwest) to remain open because this is the only road we have to access the Reader Mesa launch site. O737 is a side road that does not affect us. We currently have permission from the land owners to drive down there driveway to access the southern end of O936, as long as we drive slowly down there driveway. Readers Mesa launch site is an intermediate paragliding area that has a ridge about 1 mile long. Readers Mesa launch is located at 38 58'44.01"N 108 19'36.21"W. I got these coordinates from Google Earth.

| Route | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------|---------|------------|-------|-------|-------|
| O937  | 11252   | undesigned | O1    | C     | O1    |
|       | 11404   | undesigned | O1    | C     | O1    |
|       | 11737   | undesigned | O1    | C     | O1    |
|       | 11953   | undesigned | C     | C     | O1    |

|                   |                     |                        |
|-------------------|---------------------|------------------------|
| <b>Commenter</b>  | <b>Organization</b> | <b>Submission Code</b> |
| Brandon Siegfried | N/A                 | cfc0080                |

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone O should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

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| <b>Commenter</b> | <b>Organization</b> | <b>Submission Code</b> |
| Lydia Herron     | N/A                 | emc0806                |

**Comment Recommendation: O (Open (All modes of travel))**

Zone O = Whitewater Hill OHV open area

While a smaller area than the Grand Valley OHV area, it has many similar characteristics, and besides "open" riding, offers trail riding through the rocks and desert shrubbery. These are great trails! Not too technical, but enough to make it fun. We have started rides with friends and family off Hwy 50, just South/East of 32 Road intersection and then traveled on the rocky & diverse trails over to Kannah Creek Rd/Lands End Rd. There is one trail (# unknown) that is a technical, rocky, continuously inclining route, which climbs it's way upward above Palisade. It does dead end at an administrative use gate, but the view was spectacular and the ride

exhilarating. We do not want to see any closures in this area. We would like to see Alternative A or Alternative D routes remain open for this area. Some trails in Alternative B, slated for administrative use that we'd like to have remain open for public use are O736, O937, O812, O434 & O440, O1046, O104, as these and others that have recreation value. This zone should also remain an intensive OHV use area.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O952</b> | 9747    | undesigned | A1    | C     | O1    |

|                                       |                            |                                   |
|---------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Brandon Siegfried | <b>Organization</b><br>N/A | <b>Submission Code</b><br>cfc0080 |
|---------------------------------------|----------------------------|-----------------------------------|

**Comment Recommendation: O (Open (All modes of travel))**

I feel strongly that these high value recreational routes (route segments) in Zone 0 should remain open to the general public for all forms of use including motorized/OHV use. Routes Q: 1,4, 5, 9, 1046, 1045, 193, 205, 206, 32, 83, 57,146, 89, 1838, 127, 1108, 239, 244, 952, 75, 126, 18, 113, 1794,90, 1779, 209, 1152, 1210, 305, 1711, 308, 322, 424, 912, 1092, 659, 292, 293, 937, 486, 595, 1156, 659, 730, 1131, 1685, 713, 1812, 434, 440, 731, 882, 885, 887, 774, 749, 936, 69, 457, 468, 405, 457, 1133, 490, 432, 1125, 266, 367, 358, 330, 388, 310, 263, 527, 525, 1756, 1544, 118, 1752, 1750, 636, 250, 225, 230, 296. RS 2477 Right of Ways (ROWs) and Prescriptive ROW's have been legally established on the entire list of Zone Q routes listed above, closing these routes would be arbitrary and capricious. The BLM cannot legally close these routes.

| Route       | Segment | ALT A      | ALT B | ALT C | ALT D |
|-------------|---------|------------|-------|-------|-------|
| <b>O980</b> | 8183    | undesigned | R     | R     | C     |

|                                 |  |                                   |
|---------------------------------|--|-----------------------------------|
| <b>Commenter</b><br>Ron Velarde | <b>Organization</b><br>Colorado Parks and Wildlife | <b>Submission Code</b><br>rmc0074 |
|---------------------------------|--|-----------------------------------|

**Comment Recommendation: C (Admin/Permitted Use Only)**

Zone 0

Road 0822 and 0813. In Alternative B (preferred alternative) the BLM is proposing to keep 822 open with current winter timing stipulations, and close and rehab 813. Currently, BLM does not have a legal access easement to use 822. and the United States Forest Service does have a legal easement to use 813. This mixed use of access roads needs to be cleared up and finalized/memorialized in a document and depict it in the BLMs travel management plan. If BLM cannot get an easement for 822, it should be closed & rehabbed, and 813 opened.

Road 0822. The BLM proposes to turn 0822 into a foot, horse, and bike trail in Alternative B & C; CPW does not support this change in any alternative. This area is not used by mountain bikers or hikers, and is used primarily by hunters. Currently hunters can drive an ATV to the BLM USFS boundary, and must hike from there. There is also an extensive road that takes off from 0822 (generally at the center of S8. T13S, R97W) to old habitat treatments that is not labeled in any alternative. This road should remain open with a big game winter season closure (December 1 to April 15).

Roads 02033, 02036, 02035, 0833, 0827. & 0825. The main route driven by hunters to get from Kannah Creek to Hwy 50 has many sections that show up as administrative only. 02033, 02036, 02035, 0833, 0827, & 0825 are the main access roads, and they should remain open.

Road 02034. This road leads to a campsite and probably doesn't need to be designated but should remain open.

Road 0825. In Alternative D 0825 is an ATV only trail, this is a good road, that can easily handle truck traffic. CPW recommends that it be designated as open to all vehicles.

Roads 0 836 and 0831. There arc many roads that essentially go the same place as other existing roads, the BLM proposes to make many of them administrative in Alternative B For example 0836, and 0831 will continue to be used by the public unless they are closed and rehabbed. CPW would like to see expanded implementation of administratively closed roads in Zone 0.

Road 0832. In Alternative B, there would be no legal public access to Cheney Reservoir, an area used by waterfowl and small game hunters. CPW recommends that Road 0832 be designated as open, and the remaining roads in close proximity to Cheney be closed and rehabbed.

Roads 0762 and 0731. Roads 0762 and 0731 are power line roads. CPW recommends that these roads and other power line roads be designated as Administrative so that maintenance can be done if needed. The roads should be closed to the general public.

Road 0659. Road 0659 leads to an imigation structure for the City of Grand Junction, Alternative B shows this road be closed and rehabbed CPW recommends that the road be designated as Administrative.

Road 0292 leads to the trailhead for the Whitev'ater Creek Trail onto the forest, most of this road is open, and there is no good reason to stop the public from driving all the way to the gate/forest boundary. CPW recommends that the road remain open.

Road 0980 and 0983. Roads 0980 and 0983 are proposed to be closed and rehabbed in Alternative B near Palisade Point. The roads are administrative and should be designated as such.

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| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0089 |
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**Comment Recommendation: C (Admin/Permitted Use Only)**

Routes O980 through O983 are listed in Alt B as being closed. But these routes are there to provide access to the communication towers. They should be listed as Admin/Permitted instead. The route to one of the communication towers at 12 S 739943 4330243 is not in the inventory. It is visible in Google Earth.

|                             |                        |                            |                   |                   |                   |
|-----------------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|
| <b>Route</b><br><b>O981</b> | <b>Segment</b><br>8173 | <b>ALT A</b><br>undesigned | <b>ALT B</b><br>R | <b>ALT C</b><br>R | <b>ALT D</b><br>C |
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| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0089 |
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|-----------------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|
| <b>Route</b><br><b>O982</b> | <b>Segment</b><br>8174 | <b>ALT A</b><br>undesigned | <b>ALT B</b><br>R | <b>ALT C</b><br>R | <b>ALT D</b><br>C |
|-----------------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|

|                                     |                            |                                   |
|-------------------------------------|----------------------------|-----------------------------------|
| <b>Commenter</b><br>Janice Shepherd | <b>Organization</b><br>N/A | <b>Submission Code</b><br>rmc0089 |
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|                             |                        |                            |                   |                   |                   |
|-----------------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|
| <b>Route</b><br><b>O983</b> | <b>Segment</b><br>7632 | <b>ALT A</b><br>undesigned | <b>ALT B</b><br>R | <b>ALT C</b><br>R | <b>ALT D</b><br>C |
|-----------------------------|------------------------|----------------------------|-------------------|-------------------|-------------------|

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| <b>Commenter</b><br>Ron Velarde | <b>Organization</b><br>Colorado Parks and Wildlife | <b>Submission Code</b><br>rmc0074 |
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**Comment Recommendation: C (Admin/Permitted Use Only)**

Zone 0

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**Commenter**  
Janice Shepherd

**Organization**  
N/A

**Submission Code**  
rmc0089

**Comment Recommendation: C (Admin/Permitted Use Only)**

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**Route**  
**0998**

**Segment**  
8179

**ALT A**  
undesignated

**ALT B**  
C

**ALT C**  
C

**ALT D**  
C

**Commenter**  
Jan Potterveld

**Organization**  
Back Country Horsemen of Colorado

**Submission Code**  
emc0634



**Comment Recommendation: H (Foot/Horse)**

Rapid Creek and Cottonwood Creek, Trails O1, O1046, O1045, O32, O998, O193, O206, O205, should be designated and maintained as Horse and Hiking Trails. These trails which form a network in the canyons and up on top are a beautiful ride on horseback, with grand vistas, water, woods, and some grass. While we could ride them as Admin trails they need and deserve designation and maintenance to keep them in good shape, otherwise, wash outs and over growth will occur. These trails are important assets to the horse community and deserve better care. In addition, with proper permissions, they connect with the trails leading to the Chalk Mountain Area. Because of the need for admin access to the upper reservoirs, the cottonwood trails may need to be wider than normal.

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**Commenter**

Janice Shepherd

**Organization**

The Quiet Trails Group

**Submission Code**

emc0835

**Comment Recommendation: N (Foot/Horse/Mechanized)**

Specifically we support the closure and rehab of O887, O885 and O731 to protect the rare plants in the area. We are also interested that O293 retains its designation as bike, foot and horse. We note though the oddity in Alt B where O293, a bike, horse, foot routes is bounded at each end by Admin/Permittee routes. It is our understanding that Admin/Permittee routes are open to horse and foot but not bikes. Through access is needed for mountain bikers that includes route O293 as this provides access to the Whitewater Basin trail system. We also support designating the Rapid Creek and Cottonwood Creek trail complex (O1, 1046, O1045, O32, O998, O193, O206, O205) as horse, foot and biking trails. The BLM should work out with the adjoining landowners' permissions to allow for a nonmotorized loop that includes O1 and O1045.